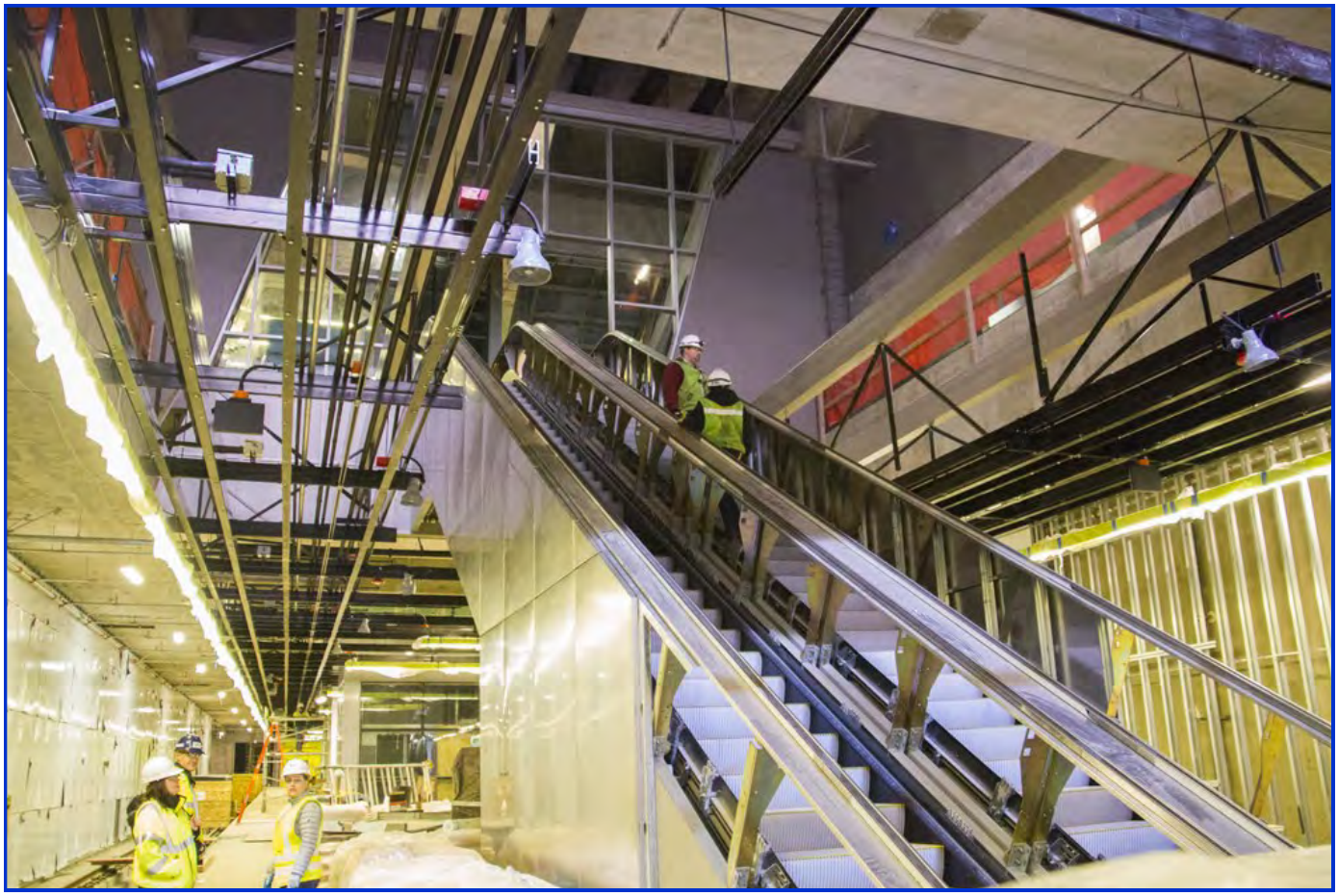
Progress Report
Link Light Rail Program



Escalator work inside the University of Washington Station

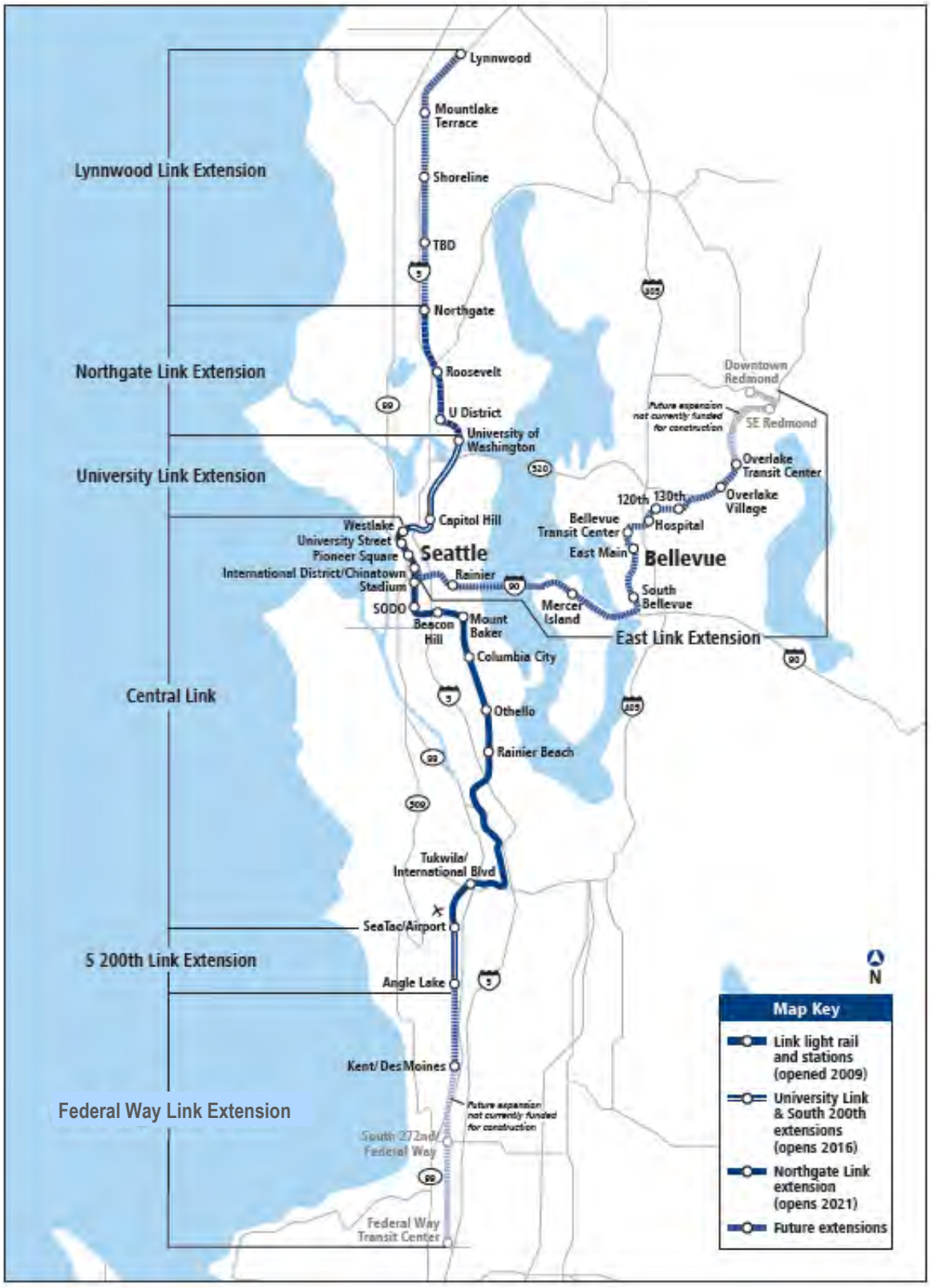
March | 2014

SOUNDTRANSIT

Prepared by Project Control | Design, Engineering & Construction Management

SOUNDTRANSIT

Link Light Rail Program Overview



Map of Sound Transit's current and future light rail projects.

Projects

University Link Extension: The University Link Extension work program with $1.76 billion capital budget was approved by the Board in July 2008. The 3.15-mile light rail segment is located entirely underground with tunnels traveling from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. The project is in Final Design and Construction. Revenue Service date is September 2021.

Lynnwood Link Extension: This project entails the planning, design and construction of an extension of Northgate Link from Northgate to Lynnwood in Snohomish County with additional service in the cities of Shoreline and Mountlake Terrace. The draft environmental impact statement (DEIS) was published in July 2013.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Revenue service to the Overlake Transit Center is forecast for early 2023 with a tunnel route in Downtown Bellevue.

Initial Segment: Completed 13.9-mile light rail line between downtown Seattle and South 154th Street in the City of Tukwila. Revenue service began on July 18, 2009.

Airport Link: Completed 1.7-mile extension of the Initial Segment to Sea-Tac International Airport. Revenue service began on December 19, 2009.

South 200th Link Extension: S. 200th Link Extension consists of a 1.6-mile extension of the light rail from the SeaTac/Airport Station to an elevated station at South 200th Street. The Project is being developed through a design-build (DB) delivery strategy and the anticipated service launch is September 2016.

Federal Way Link Extension: Sound Transit has initiated studies to identify and evaluate routing and station location requirements to inform conceptual engineering and environmental review for the extension of light rail to the Federal Way Transit Center; with preliminary engineering to be completed on the segment extending from S. 200th St. to Kent/Des Moines in the vicinity of Highline Community College. The proposed budget for this effort is $41.8M.

Tacoma Link Expansion: In partnership with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding Tacoma Link in the context of the City and Pierce Transit service and capital plans.

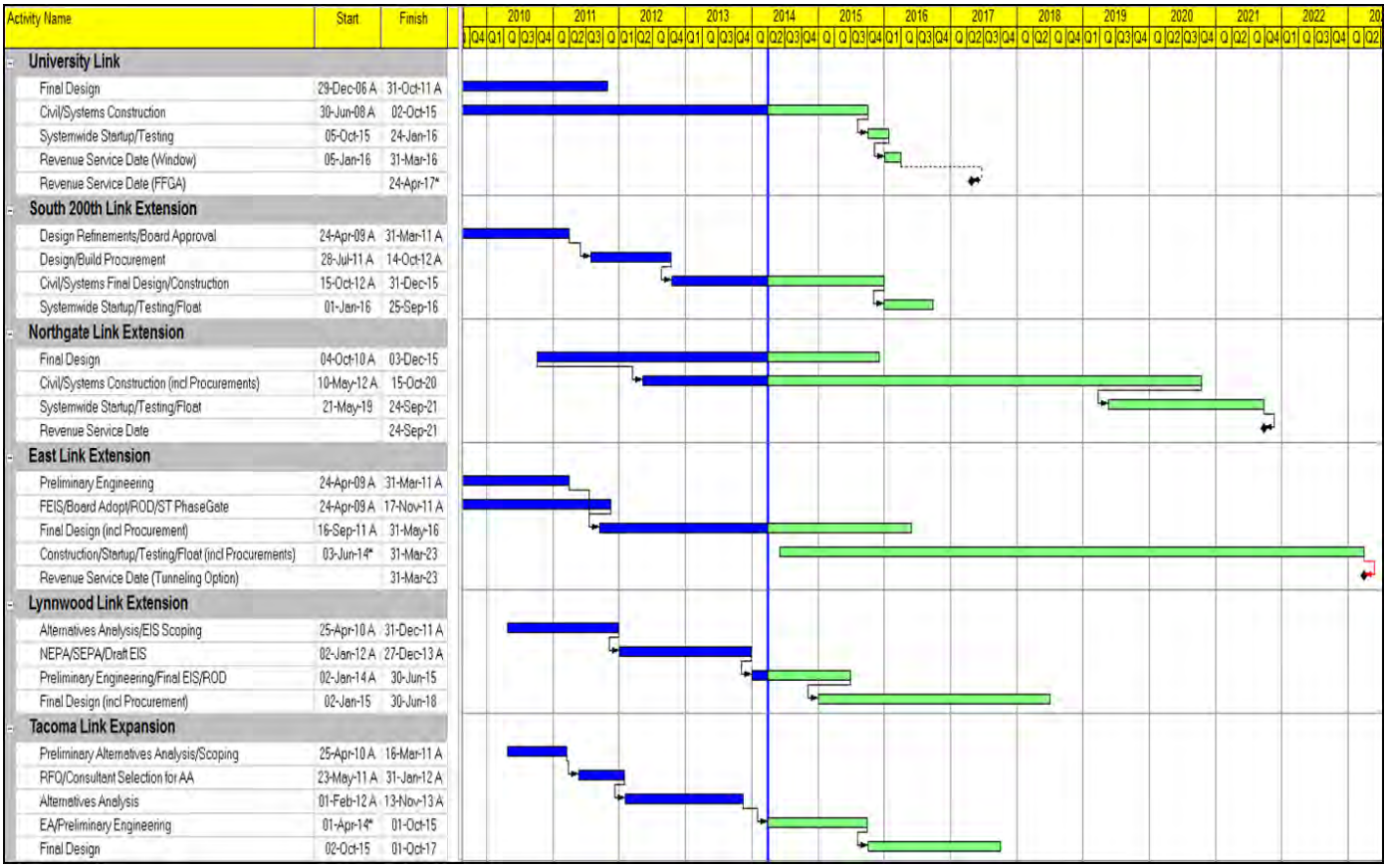
Link Operations and Maintenance Satellite Facility: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

Program Budget

Project	Adopted Budget	Committed to Date	Incurred to Date
University Link[3]	$1,947.7	$1,583.8	$1,312.4
Northgate Link Extension[2, 3]	$2,131.4	$739.9	$240.4
Lynnwood Link Extension[1]	$57.1	$41.6	$23.7
East Link[2]	$798.3	$257.7	$186.9
Initial Segment[4]	$2,433.7	$2,323.7	$2,296.3
Airport Link[4]	$261.6	$261.3	$260.8
S. 200th Link Extension[3]	$383.2	$263.6	$135.2
Federal Way Link Extension[1]	$41.8	$13.8	$7.8
Tacoma Link Expansion [1,5]	$5.8	$1.6	$1.6
Link Operations & Maintenance Satellite Facility[1]	$32.6	$26.8	$16.5
Total	**$8,093.2**	**$5,513.8**	**$4,481.6**

Table figures in millions (1) Preliminary Engineering Phase; (2) Final Design Phase ; (3) Construction Phase; (4) In Service, (5) Updated Quarterly.

Program Schedule



Changes this period: No changes this period.

Link Light Rail
University Link Extension

Scope

Limits: 3.15-mile extension of the Initial Segment light rail transit (LRT) system from the Pine Street Stub Tunnel (PSST) in downtown Seattle to University of Washington (UW) campus near Husky Stadium.

Tunnels: Two twin bored tunnels. Two contract segments: U220 starts at Husky Stadium, continues beneath SR 520 and the Lake Washington Ship Canal and south to the Capitol Hill underground station. U230 commences at Capitol Hill Station and proceeds south under the I-5 freeway to the PSST.

Stations: 2 underground center platform stations – Capitol Hill (U240) and University of Washington (U250). U240 is approximately 65' underground with three station entrances. U250 is about 100' below ground, with three station entrances and connections to the UW campus by a pedestrian bridge.

System: 27 LRV; direct fixation tracks, signals, traction electrification, and SCADA communications

Budget: $1.948 billion including finance cost (capital subtotal of $1.756 billion)

Schedule: Project completion in the 1st QTR 2016



Key Project Issues

- U830 Systems access will be a continuous issue as there are no tunnel portals in the U-Link project. All access coordination are crucial, especially the hoisting scope and requires collaboration between Civil and System contractors.
- U830 Systems submittals continue to be closely monitored. SCADA software development continues to be the highest risk critical path in Systems. Sound Transit continues to visit the Contractor's facilities to monitor and obtain status of subcontractors SCADA software development. Milestone #5-Retrofitting of the SCADA system in the DSTT is critical and is continuously being assessed and monitored.
- The Maintenance of Way Building will be located in the Operations and Maintenance Facilities site. Qualified Design Builders have been shortlisted and proposals are being reviewed; Award and Notice to Proceed scheduled April/ May 2014.
- *University of Washington Central Campus Lab mitigation:* UW indicated in 2008 that labs relocation will not be necessary until operation of the Northgate Link Extension. UW has now determined that relocation is necessary prior to start of the Northgate Link's tunneling under their campus. While this issue has no impact to Sound Transit's schedule or scope, it will have a financial impact.
- *Early Opening:* It was recommended to the Sound Transit Board that U- Link has a high probability to open for Revenue Service sometime during the 1st QTR 2016. For this to occur, U-Link will have to release all of the project float and compress Testing and Start Up period. Coordination with regional stakeholders will have to be begin soon to make early opening happen. Progress from the contractors on the critical path (U240 and U830) will be crucial as there will no longer be any project float to absorb any delay impacts.

Project Cost Summary

The U-Link project cost is summarized in two types of cost classifications. In the first table, cost is classified in accordance with Sound Transit's Work Breakdown Structure (WBS); and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions.)

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$ 115.23	$ 113.55	$ 55.35	$ 58.83	$ 113.55	$ 0.00
PRELIMINARY ENGINEERING	$ 24.39	$ 24.26	$ 24.26	$ 24.26	$ 24.26	$ -
FINAL DESIGN	$ 77.94	$ 89.31	$ 84.04	$ 79.61	$ 89.31	$ (0.00)
CONSTRUCTION SERVICES	$ 68.53	$ 95.81	$ 80.66	$ 64.37	$ 95.70	$ 0.11
3rd PARTY AGREEMENTS	$ 18.65	$ 18.65	$ 11.42	$ 10.62	$ 18.63	$ 0.02
CONSTRUCTION	$ 1,180.00	$ 1,158.18	$ 911.51	$ 741.03	$ 1,075.67	$ 82.51
VEHICLES	$ 103.91	$ 103.91	$ 99.17	$ 99.17	$ 103.91	$ -
ROW	$ 167.33	$ 152.33	$ 125.63	$ 125.57	$ 127.69	$ 24.64
Capital Total	**$ 1,755.97**	**$ 1,756.01**	**$ 1,392.05**	**$ 1,203.47**	**$ 1,648.72**	**$ 107.29**
FINANCE COST	$ 191.71	$ 191.71	$ 191.71	$ 108.90	$ 191.71	$ -
Project Total	**$ 1,947.68**	**$ 1,947.72**	**$ 1,583.76**	**$ 1,312.37**	**$ 1,840.43**	**$ 107.29**

(*)Totals may not equal column sums due to rounding of line entries.

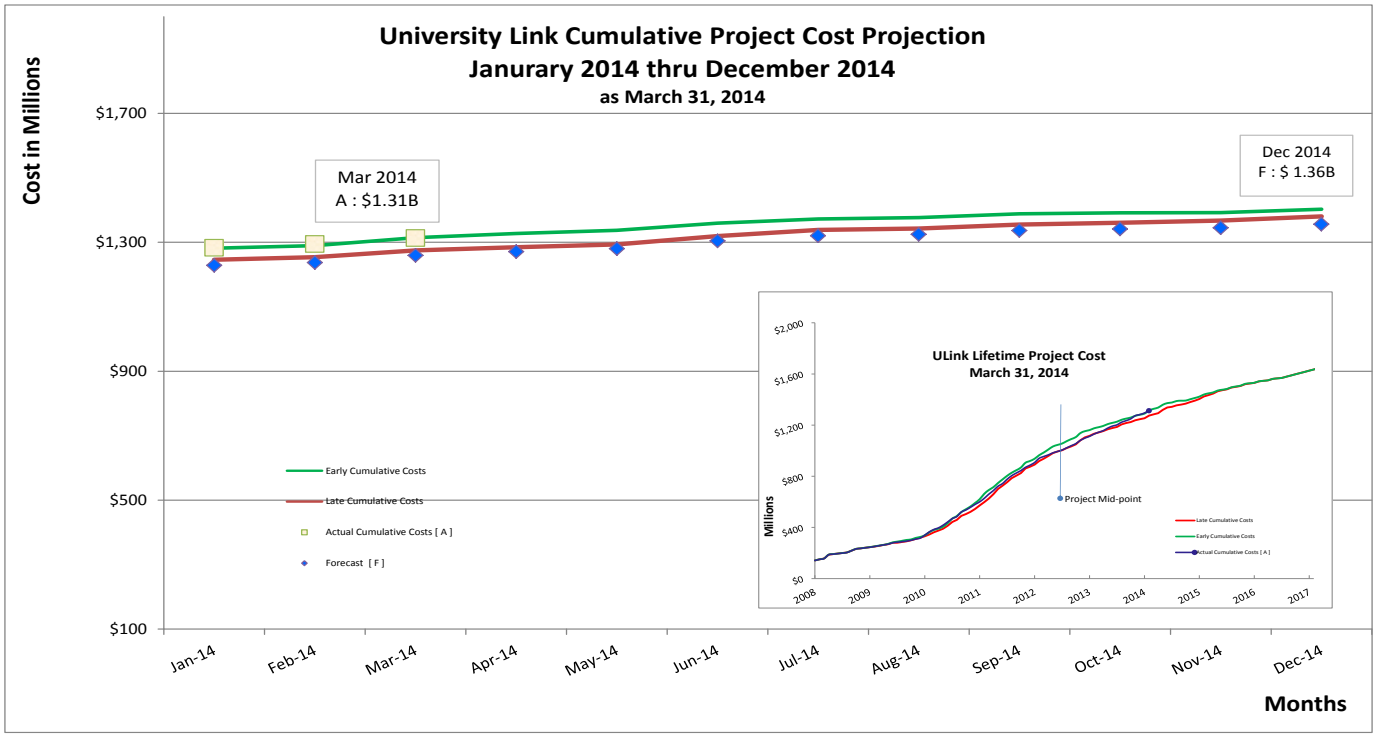
The March 2014 projected Estimated Final Cost (EFC) including Finance Cost remains at $1.84B. This period, approximately $11.4M was incurred, increasing the project Incurred to Date amount to $1.20B (Finance Cost excluded). Direct construction cost accounted for about 57% of the cost incurred in March at $6.55M. The direct construction EFC continues to trend a little under $1.08B. This trend continues to be intact as both the high risk tunnel scope are now completed. The Capitol Hill Station (U240) Contractor continues concrete placement, UW Station (U250) completed basic structure and the Systems (U830) Contractor continues track construction and SCADA development. The Total Incurred to Date for the Construction Phase is over $741M with a current commitments at $911.5M. Cost for LRV is approximately $99.2M and is working on some warranty issue.

Construction EFC under the SCC format for this period remains stable and relatively unchanged at about $1.02B. Construction phase expenditures in March is approximately $6.39M. Currently, U-Link construction cost is all attributed to station construction and Systems signals development and track installation. U240 station continues to place concrete and U250 station continues with good progress with the basic station structure and pedestrian bridge clearly visible from the street level and near completion.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	$ 626.83	$ 407.16	$ 416.42	$ 395.70	$ 416.74	$ (9.58)
20 Stations	$ 366.33	$ 348.75	$ 331.22	$ 263.01	$ 353.45	$ (4.70)
30 Support Facilities: Yards, Shops	$ 7.01	$ 23.83	$ 8.14	$ 7.82	$ 23.83	$ -
40 Sitework & Special Conditions	$ 59.03	$ 110.29	$ 55.18	$ 45.57	$ 102.74	$ 7.55
50 Systems	$ 69.63	$ 113.92	$ 94.59	$ 26.57	$ 107.16	$ 6.76
Construction Subtotal (SCC 10-50)	**$ 1,128.82**	**$ 1,003.95**	**$ 905.55**	**$ 738.68**	**$ 1,003.91**	**$ 0.04**
60 Row, Land, Existing Improvements	$ 167.33	$ 125.77	$ 125.63	$ 125.57	$ 125.77	$ -
70 Vehicles	$ 99.76	$ 99.76	$ 99.17	$ 99.17	$ 99.76	$ -
80 Professional Services	$ 306.41	$ 338.49	$ 261.69	$ 240.05	$ 341.08	$ (2.59)
90 Unallocated Contingency	$ 53.65	$ 188.04	$ -	$ -	$ 78.20	$ 109.84
Capital Cost Total (SCC 10-90)	**$ 1,755.97**	**$ 1,756.01**	**$ 1,392.05**	**$ 1,203.47**	**$ 1,648.72**	**$ 107.29**
100 Finance Cost	$ 191.71	$ 191.71	$ 191.71	$ 108.90	$ 191.71	$ -
Project Total	**$ 1,947.68**	**$ 1,947.72**	**$ 1,583.76**	**$ 1,312.37**	**$ 1,840.43**	**$ 107.29**

(*)Totals may not equal column sums due to rounding of line entries.

Link Light Rail
University Link Extension



Incurred to date for Construction under the SCC is over $738M or over 73% of the budgeted construction scoped to date. Total capital cost incurred to date including non-construction cost (SCC 60 thru 90) is over $1.2B or over 68% of total project budget scoped (excluding Finance Cost).

Total Maintenance of Way building (U810) cost estimated at about $16M, is incorporated into SCC 40 Site work & Special Conditions. This cost was not originally part of the baseline estimate and will be covered by Unallocated Contingency. A decrease in SCC 10 Guideway & Track Elements will offset this cost.

Total cost incurred at the end of March 2014 including Finance Cost is about $1.3B. The project financing cost incurred to date is $108.9M with a revised annual projection of $27M to incur in 2014. The next finance cost update will be for the 2nd QTR 2014. Overall, University Link cost to date is projected to be approximately $1.35B by December 2014.

The EFC for project Finance Cost continues to be projected at $191.7 million. This cost represents booked financing cost and is generated based on allocation of appropriate level of financing cost to each capital project at Sound Transit. Despite an earlier than anticipated release of $44 million of the FFGA funds due to the American Recovery Reinvestment Act that was used to pay down finance charges, it is premature to project any savings at this time.

Overall Construction Progress Summary

3/31/2014

Early Works	
U210 Early Utility Work	100%
U211 Demo & Remediation	100%
U215 I-5 Undercrossing	100%
Tunnels	
U220 UWS to CHS	100%
U230 CHS to PSST	100%
Stations	
U240 Capitol Hill Station	51%
U250 University of WA Station	92%
Systems	
U820 Yard Expansion	100%
U830 Systemwide & Trackworks	40%
Other Systems Contracts	30%
Overall Major Construction	83.9%

Note: The overall construction progress above is based on a weighted combination of duration, schedule and cost % complete for individual construction contracts as compared to the overall U-Link construction contracts.

Cost Contingency Management

Project contingencies continue to remain at a healthy level of almost $329M due to the favorable construction bidding climate, ROW acquisition cost trends, diligent project risk management practices and excellent tunneling conditions. March's overall contingency balance decreased by $8.1 due to regular change order activities. Contingency level continues to trend well above the Planned Contingency Drawdown; the projected planned balance between the end of 1st QTR 2014 and the end of 2nd QTR 2014 ranges from $110M and $103M and the Contingency Buffer is now projected, at the minimum, $100M from this point until project completion. The projected planned Reserved Contingency balance is now planned at $50M (see contingency curve at the bottom of page). Construction is now approaching 84% complete. Barring any catastrophic event, there is a high likelihood that this contingency trend will remain intact.

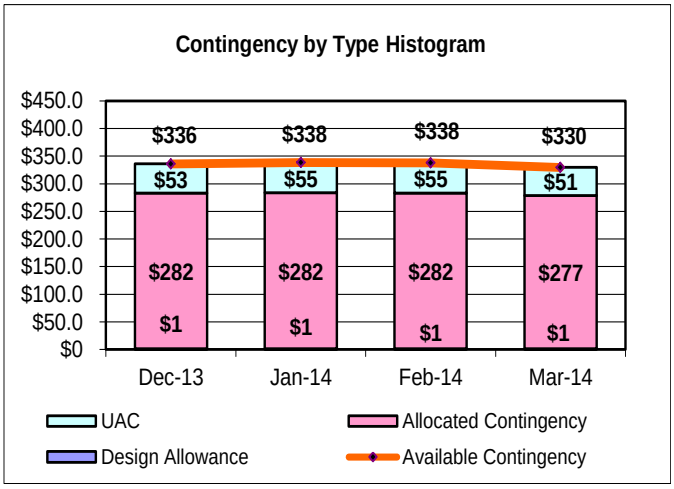
Design Allowance: The balance of design allowance has been reduced to $1.1M and is consistent with the project cycle as all the major design has been completed. The level of design allowance currently represents less than one-half percent of the total remaining scope in the project that has not been procured.

Allocated Contingency: Allocated Contingency continues to remain stable approximately $282M.

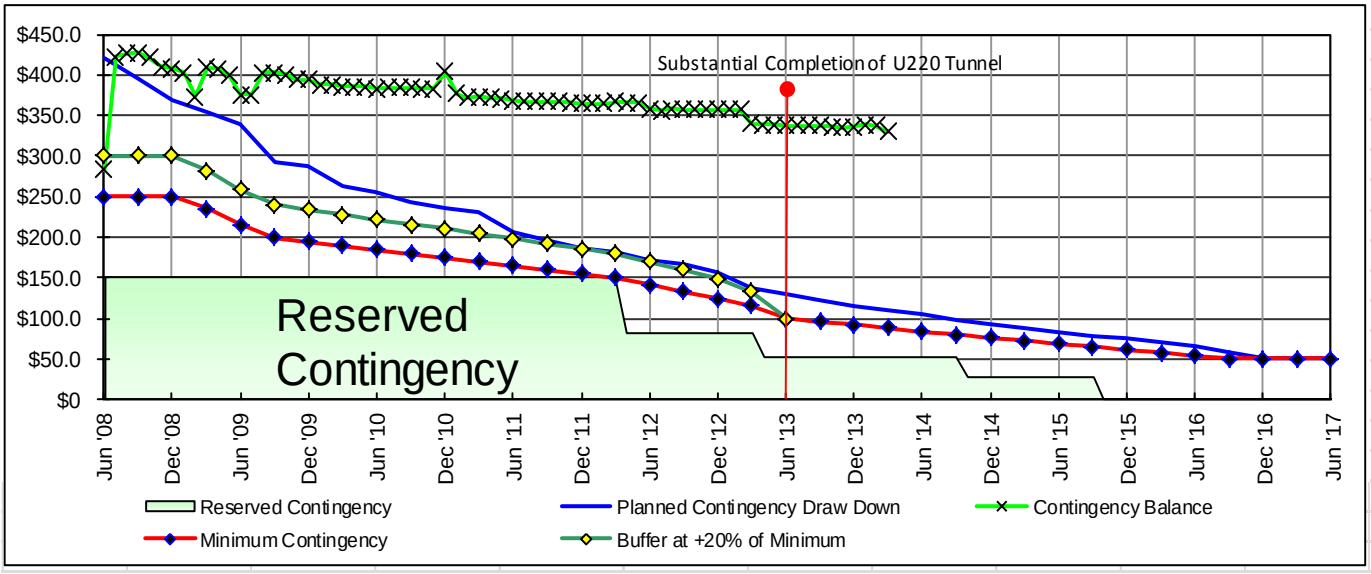
Unallocated Contingency (UAC): The total UAC balance is at $55M due and continues to remain stable compared to the Baseline Cost Estimate amount of $53.7M considering that the construction is now approaching 84% complete.

Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	$103.9	7.8%	$1.1	0.5%
Allocated Contingency	$264.3	19.8%	$277.5	124.5%
Unallocated Contingency	$53.7	4.0%	$51.0	22.9%
Total:	**$421.9**	**31.6%**	**$329.6**	**147.9%**

Percentage = Contingency $ /(EFC or Remain. Work $ ex-Contingencies)



MINIMUM CONTINGENCY CURVES as of March 31, 2014 — $ in millions



Risk Management

The University Link Risk Management Plan (RMP) established a risk management and oversight process for identifying, assessing, and monitoring risks and develop risk reduction/mitigation plans. On a quarterly basis, the risk register is reviewed and risks are updated to reflect condition at the end of the current quarter. The RMP is also executed in compliance to the Federal Transit Administration's (FTA) guidance laid out as part of FTA's Program Guidelines subtask 40E.

Project Risk Overview:

At the end of the 1st QTR 2014, U-Link project represents almost 84% construction completion with U220 and U230 Tunnels at Acceptance; U240 Station is now over 50% complete as it reaches basic structure completion and excavation on the West Entry's pedestrian tunnel is well underway. U250 is over 90% completion, and is now focusing on the commencement of early commissioning items while completing the electrical and mechanical installation and the bicycle ramp. U830 Systems continued work on rail installation in the tunnels; commenced development of specialty track works; ongoing verification for communication and signaling elements. Communication work is somewhat behind and is being monitored closely. Sound Transit completed updating and identifying risks on the register that were both within the current management time horizon and posed considerable risk to project objectives by having both relatively high probability and impact. The report will be issued shortly to FTA and the PMOC. Prior to this update, the register contained a total of 563 risks, of which 99 were active (463 closed). This quarterly update resulted in a total of 580 risks, of which 110 are active (469 closed). Closed risks were those that no longer presents a potential impact, e.g., risks associated with surface and tunnel excavation at the stations and design risks that have been resolved since the last update. The rise in active risks this quarter is due to risk events in Systems scope as well as placeholder risk identified in the commencement of Rail Activation phase as U- Link is targeting an earlier than anticipated Revenue Service date in the 1st QTR 2016.

The top remaining risk subjects that will require at least partial mitigating action in the upcoming quarter are provided below along with their planned risk management strategies:

- **Civil to Systems Contract Interfaces**
  Risk subjects pertaining to the transitioning interface between Station Finishes contractors (U240 and U250) to Systems contractor (U830)

- **Systems Long Lead Items**
  Long lead specialty materials that are necessary to complete for timely installation of track and signaling scope; Floating Slab design and fabrication.

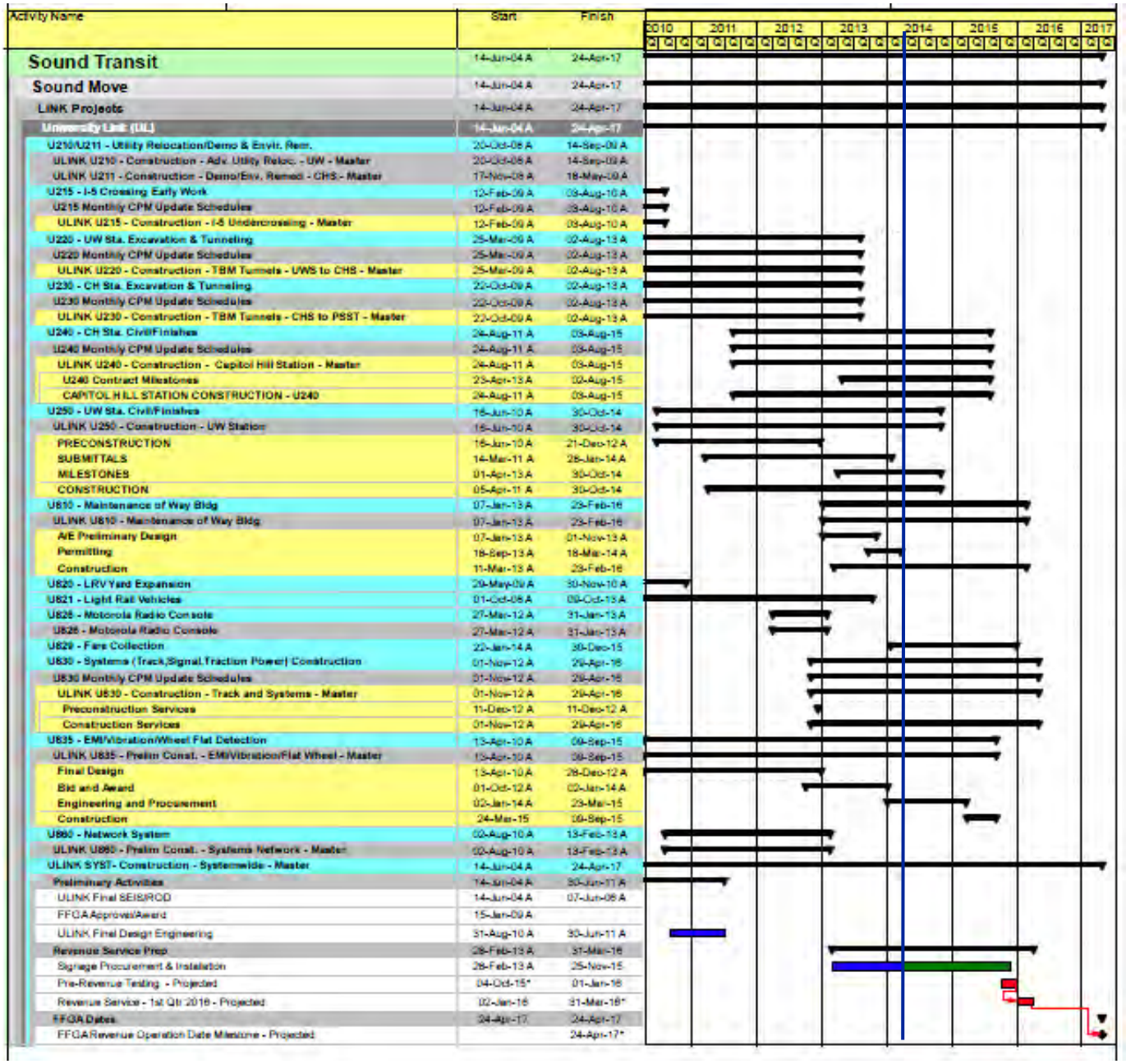
- **Systems Software Development**
  Development of the software systems to operate U-Link and the integration of the current operating system

- **Systems Final Design, Installation, Testing and Rail Activation (U830, U835, System-wide Testing/ Rail Activation)**
  All phases U-Link systems integration between the cut over of the current operating systems through to the commissioning and occupancy of the U-Link program

- **University of Washington Lab Relocation Mitigation**
  Originally in 2008, UW indicated that lab relocation will not be required for University Link but has now determined that relocation is necessary prior to start of Northgate Link Extension tunnel construction.

Project Schedule Summary

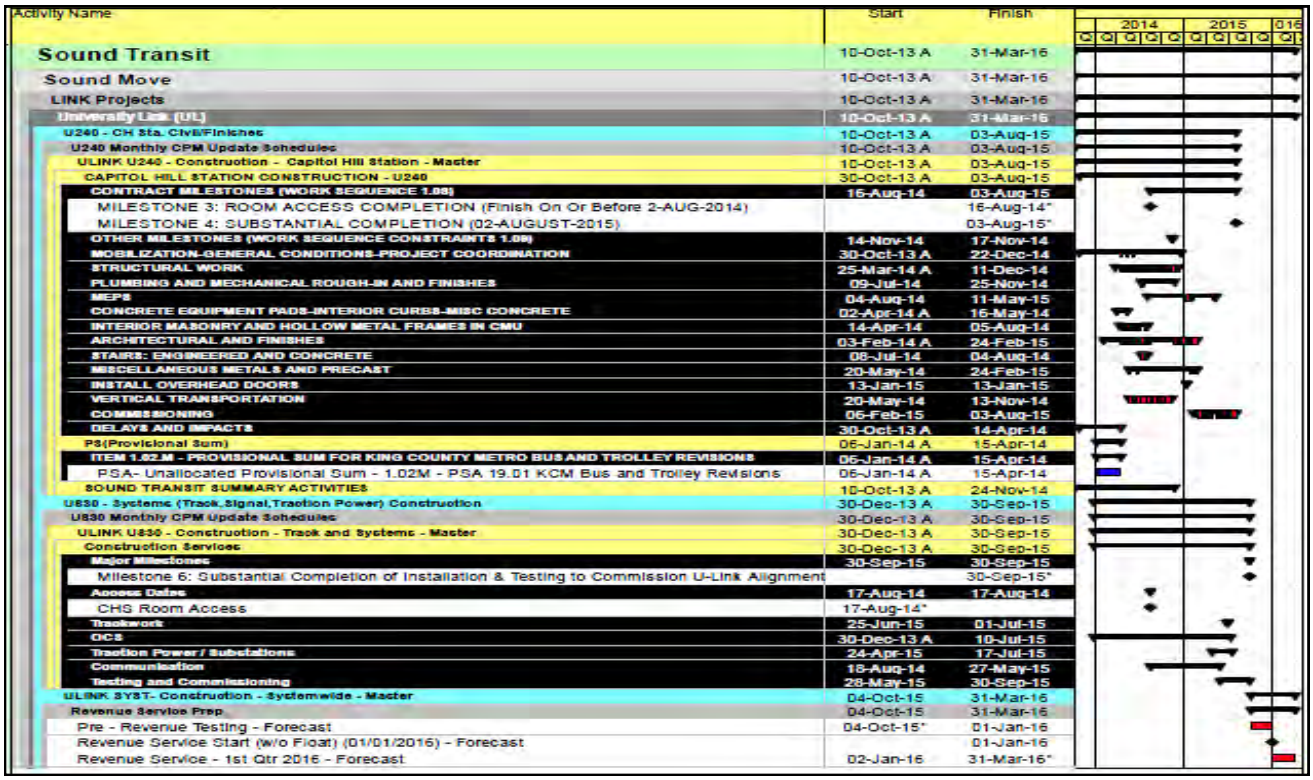
The University Link schedule is provided below. The U210, U211 and U215 early work contracts have been completed. The U820 LRV Storage Yard Expansion Contractor has also completed all work. The U220 and U230 TBM mining is complete. At U250 UW Station, the U830 Systems Contractor is on site to install rail and plinth it the station and tunnels. The U250 final roof pour has been completed at the crossover area. The U250 Contractor has demobilized from the Montlake Triangle. The U240 Capitol Hill Station Finishes Contractor has completed all major concrete pours at the roof level. The Central area roof pours have been completed. West entry and pedestrian corridor excavation is underway. The U830 Contractor has completed rail installation between CHS And PSST. Rail installation at UW Station and tunnels continues. Continued coordination between the U830 Systems Contractor and the station contractors. Procurement for U835 EMI/Vibration and the negotiations are complete. A preliminary baseline schedule is expected from the Contractor next quarter. At U860 Fiber Retrofit, upgrades and fiber installation have been completed. A U810 MOW contract is expected to be awarded in early 2nd QTR 2014. The targeted revenue service window is now the 1st QTR 2016 with the removal of 169 days of float contingency from the Master Schedule.



Activity Name	Start	Finish
Sound Transit	14-Jun-04 A	24-Apr-17
Sound Move	14-Jun-04 A	24-Apr-17
LINK Projects	14-Jun-04 A	24-Apr-17
University Link (UL)	14-Jun-04 A	24-Apr-17
U210/U211 - Utility Relocation/Demo & Envir. Rem.	20-Oct-08 A	14-Sep-09 A
ULINK U210 - Construction - Adv. Utility Reloc. - UW - Master	20-Oct-08 A	14-Sep-09 A
ULINK U211 - Construction - Demo/Env. Remed - CHS - Master	17-Nov-08 A	18-May-09 A
U215 - I-5 Crossing Early Work	12-Feb-09 A	09-Aug-10 A
U215 Monthly CPM Update Schedules	12-Feb-09 A	09-Aug-10 A
ULINK U215 - Construction - I-5 Undercrossing - Master	12-Feb-09 A	09-Aug-10 A
U220 - UW Sta. Excavation & Tunneling	25-Mar-09 A	02-Aug-13 A
U220 Monthly CPM Update Schedules	25-Mar-09 A	02-Aug-13 A
ULINK U220 - Construction - TBM Tunnels - UWS to CHS - Master	25-Mar-09 A	02-Aug-13 A
U230 - CH Sta. Excavation & Tunneling	22-Oct-09 A	02-Aug-13 A
U230 Monthly CPM Update Schedules	22-Oct-09 A	02-Aug-13 A
ULINK U230 - Construction - TBM Tunnels - CHS to PSST - Master	22-Oct-09 A	02-Aug-13 A
U240 - CH Sta. Civil/Finishes	24-Aug-11 A	09-Aug-15
U240 Monthly CPM Update Schedules	24-Aug-11 A	09-Aug-15
ULINK U240 - Construction - Capitol Hill Station - Master	24-Aug-11 A	09-Aug-15
U240 Contract Milestones	23-Apr-13 A	02-Aug-15
CAPITOL H ILL STATION CONSTRUCTION - U240	24-Aug-11 A	09-Aug-15
U250 - UW Sta. Civil/Finishes	16-Jun-10 A	30-Oct-14
ULINK U250 - Construction - UW Station	16-Jun-10 A	30-Oct-14
PRECONSTRUCTION	16-Jun-10 A	21-Dec-12 A
SUBMITTALS	14-Mar-11 A	28-Jan-14 A
MILESTONES	01-Apr-13 A	30-Oct-14
CONSTRUCTION	05-Apr-11 A	30-Oct-14
U810 - Maintenance of Way Bldg	07-Jan-13 A	29-Feb-16
ULINK U810 - Maintenance of Way Bldg	07-Jan-13 A	29-Feb-16
A/E Preliminary Design	07-Jan-13 A	01-Nov-13 A
Permitting	18-Sep-13 A	18-Mar-14 A
Construction	11-Mar-13 A	29-Feb-16
U820 - LRV Yard Expansion	29-May-09 A	30-Nov-10 A
U821 - Light Rail Vehicles	01-Oct-08 A	09-Oct-13 A
U825 - Motorola Radio Consols	27-Mar-12 A	31-Jan-13 A
U826 - Motorola Radio Consols	27-Mar-12 A	31-Jan-13 A
U829 - Fare Collection	22-Jan-14 A	30-Dec-15
U830 - Systems (Track,Signal,Traction Power) Construction	01-Nov-12 A	29-Apr-16
U830 Monthly CPM Update Schedules	01-Nov-12 A	29-Apr-16
ULINK U830 - Construction - Track and Systems - Master	01-Nov-12 A	29-Apr-16
Preconstruction Services	11-Dec-12 A	11-Dec-12 A
Construction Services	01-Nov-12 A	29-Apr-16
U835 - EMI/Vibration/Wheel Flat Detection	13-Apr-10 A	09-Sep-15
ULINK U835 - Prelim Const. - EMI/Vibration/Flat Wheel - Master	13-Apr-10 A	09-Sep-15
Final Design	13-Apr-10 A	28-Dec-12 A
Bid and Award	01-Oct-12 A	02-Jan-14 A
Engineering and Procurement	02-Jan-14 A	29-Mar-15
Construction	24-Mar-15	09-Sep-15
U860 - Network System	02-Aug-10 A	13-Feb-13 A
ULINK U860 - Prelim Const. - Systems Network - Master	02-Aug-10 A	13-Feb-13 A
ULINK SYST- Construction - Systemwide - Master	14-Jun-04 A	24-Apr-17
Preliminary Activities	14-Jun-04 A	30-Jun-11 A
ULINK Final SEIS/ROD	14-Jun-04 A	07-Jun-06 A
FFGA Approval/Award	15-Jan-09 A	
ULINK Final Design Engineering	31-Aug-10 A	30-Jun-11 A
Revenue Service Prep	28-Feb-13 A	31-Mar-16
Signage Procurement & Installation	28-Feb-13 A	25-Nov-15
Pre-Revenue Testing - Projected	04-Oct-15*	01-Jan-16
Revenue Service - 1st Qtr 2016 - Projected	02-Jan-16	31-Mar-16*
FFGA Dates	24-Apr-17	24-Apr-17
FFGA Revenue Operation Date Milestone - Projected		24-Apr-17*

Progress and Critical Path Analysis

The U-Link master schedule update contains the tunnel contractors' schedules and interfaces with the stations and U830 (Track, Signal, Traction power and Communications System) schedules. TBM Mining, U220 and U230, have achieved Substantial Completion and U830 has completed rail charging at the UW Station. Plinth rail installation is complete in the NB and SB tunnel between CHS and PSST. U240 has completed all six roof pours in the Central Area and North Area. South Area roof pour is expected to be completed next period. Sound Transit is tracking multiple critical paths through the project as U-Link nears completion in early 2016. The critical path is progressing through U240 CHS Systems Rooms access and the handover of these rooms to U830 for equipment installation and testing and commissioning. It is expected that the room access date may be less of a factor as the Coordinated Installation Program progresses between U240 and U830. U830's Initial Segment SCADA retrofit activities are closely being monitored at this time due to it's criticality to system-wide testing for the U-Link Extension. This period, radio procurement has been added to the critical path watch list as identified below. U830 system-wide communication integration testing will commence in the 3rd QTR 2015.

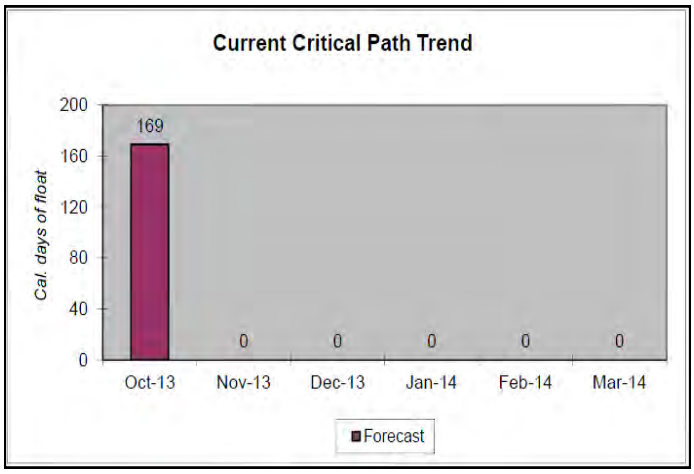


Activity Name	Start	Finish
Sound Transit	10-Oct-13 A	31-Mar-16
Sound Move	10-Oct-13 A	31-Mar-16
LINK Projects	10-Oct-13 A	31-Mar-16
University Link (UL)	10-Oct-13 A	31-Mar-16
U240 - CH Sta. Civil/Finishes	10-Oct-13 A	03-Aug-15
U240 Monthly CPM Update Schedules	10-Oct-13 A	03-Aug-15
ULINK U240 - Construction - Capitol Hill Station - Master	10-Oct-13 A	03-Aug-15
CAPITOL HILL STATION CONSTRUCTION - U240	30-Oct-13 A	03-Aug-15
CONTRACT MILESTONES (WORK SEQUENCE 1.00)	15-Aug-14	03-Aug-15
MILESTONE 3: ROOM ACCESS COMPLETION (Finish On Or Before 2-AUG-2014)		16-Aug-14*
MILESTONE 4: SUBSTANTIAL COMPLETION (02-AUGUST-2015)		03-Aug-15*
OTHER MILESTONES (WORK SEQUENCE CONSTRAINTS 1.00)	14-Nov-14	17-Nov-14
MOBILIZATION-GENERAL CONDITIONS-PROJECT COORDINATION	30-Oct-13 A	22-Dec-14
STRUCTURAL WORK	25-Mar-14 A	11-Dec-14
PLUMBING AND MECHANICAL ROUGH-IN AND FINISHES	09-Jul-14	25-Nov-14
MEPS	04-Aug-14	11-May-15
CONCRETE EQUIPMENT PADS-INTERIOR CURBS-MISC CONCRETE	02-Apr-14 A	16-May-14
INTERIOR MASONRY AND HOLLOW METAL FRAMES IN CMU	14-Apr-14	05-Aug-14
ARCHITECTURAL AND FINISHES	03-Feb-14 A	24-Feb-15
STAIRS: ENGINEERED AND CONCRETE	08-Jul-14	04-Aug-14
MISCELLANEOUS METALS AND PRECAST	20-May-14	24-Feb-15
INSTALL OVERHEAD DOORS	13-Jan-15	13-Jan-15
VERTICAL TRANSPORTATION	20-May-14	13-Nov-14
COMMISSIONING	06-Feb-15	03-Aug-15
DELAYS AND IMPACTS	30-Oct-13 A	14-Apr-14
PS(Provisional Sum)	06-Jan-14 A	15-Apr-14
ITEM 1.02.M - PROVISIONAL SUM FOR KING COUNTY METRO BUS AND TROLLEY REVISIONS	06-Jan-14 A	15-Apr-14
PSA- Unallocated Provisional Sum - 1.02M - PSA 19.01 KCM Bus and Trolley Revisions	06-Jan-14 A	15-Apr-14
SOUND TRANSIT SUMMARY ACTIVITIES	10-Oct-13 A	24-Nov-14
U830 - Systems (Track,Signal,Traction Power) Construction	30-Dec-13 A	30-Sep-15
U830 Monthly CPM Update Schedules	30-Dec-13 A	30-Sep-15
ULINK U830 - Construction - Track and Systems - Master	30-Dec-13 A	30-Sep-15
Construction Services	30-Dec-13 A	30-Sep-15
Major Milestones	30-Sep-15	30-Sep-15
Milestone 6: Substantial Completion of Installation & Testing to Commission U-Link Alignment		30-Sep-15*
Access Dates	17-Aug-14	17-Aug-14
CHS Room Access	17-Aug-14*	
Trackwork	25-Jun-15	01-Jul-15
OCS	30-Dec-13 A	10-Jul-15
Traction Power / Substations	24-Apr-15	17-Jul-15
Communication	18-Aug-14	27-May-15
Testing and Commissioning	28-May-15	30-Sep-15
ULINK SYST- Construction - Systemwide - Master	04-Oct-15	31-Mar-16
Revenue Service Prep	04-Oct-15	31-Mar-16
Pre - Revenue Testing - Forecast	04-Oct-15*	01-Jan-16
Revenue Service Start (w/o Float) (01/01/2016) - Forecast		01-Jan-16
Revenue Service - 1st Qtr 2016 - Forecast	02-Jan-16	31-Mar-16*

The critical path for the University Link schedule (above) derives from the completion of the cross passages and finishes between CHS to PSST (U230), to the installation of track, communication cabling and commissioning. Critical contract interfaces for cable and equipment installation by U830 have been included in the Coordinated Installation Program assigned to both the station contractors.

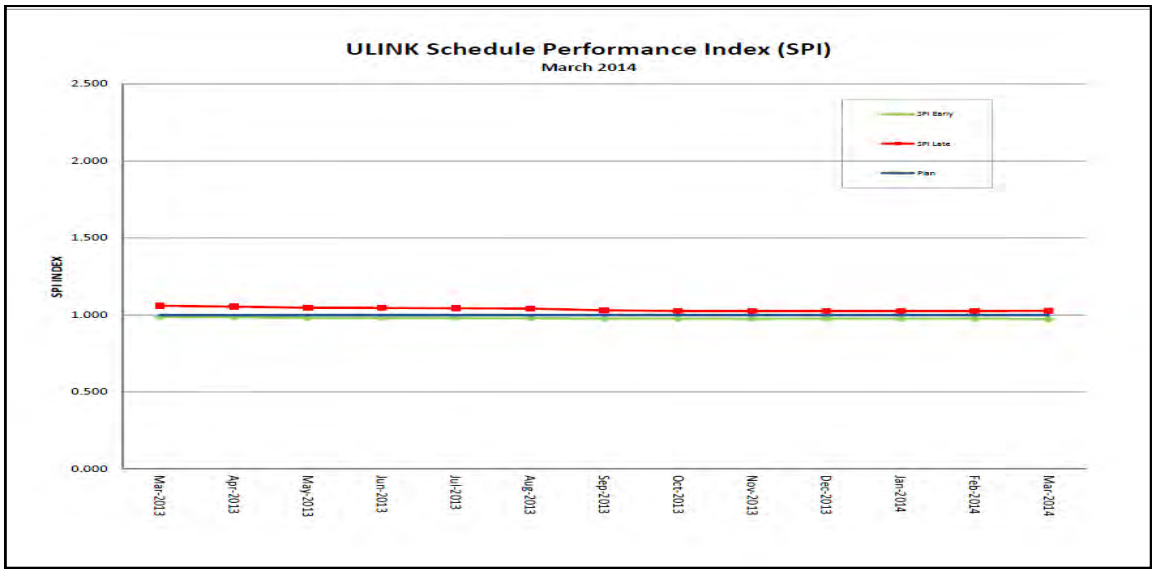
U-Link project float contingency has been removed from the U-Link Master Schedule and a window for Revenue Service has been reported for 1st QTR 2016.

No additional delays occurred this period. Progress will continue to be monitored closely.



Schedule Performance Index

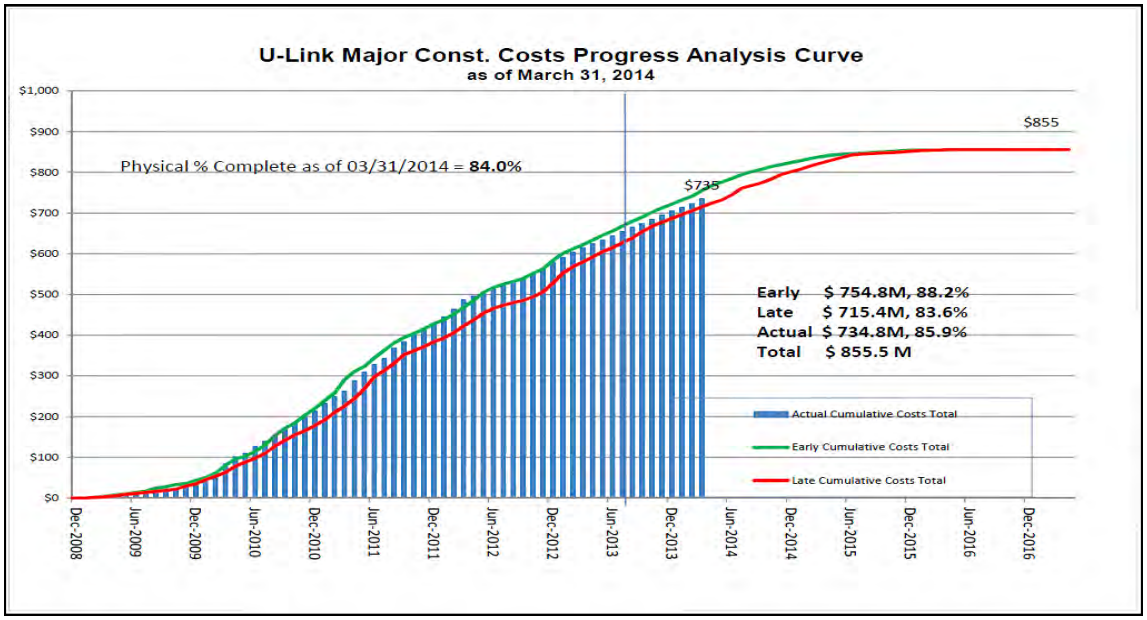
The Schedule Performance Index (SPI) for U-Link remains the same this period at 0.97 due to the slow procurement of equipment and materials at U240 and U830 and the major structural work completed at U250. (See details on individual contract sections.) Progress will continue to be monitored closely.



Cost Progress Analysis

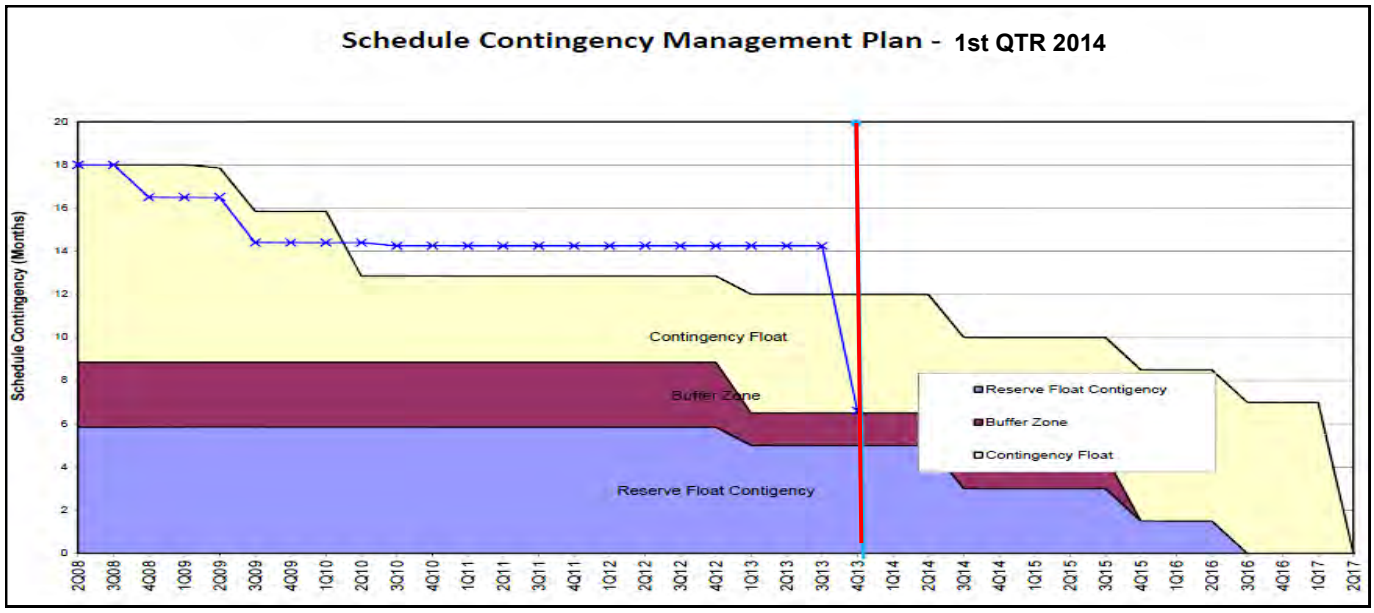
U220 and U230 are complete. U250 progress is now leveling off as final finishes and commissioning commence.

Overall U-Link physical % complete is at 84.0%. The graph below shows the progress of major construction contracts cost compared to the early/late projections.



Schedule Contingency Management

The "Minimum Schedule Contingency Curves" were established in the Project Execution Plan (PEP). The PEP segregated Schedule Contingency into "Forced Lag," which is a built-in float on the Critical Path; "Buffer Float," which is the duration between Sound Transit's targeted Revenue Operation Date and the Schedule Revenue Operation Date; "Contingency Float," which is the duration between Sound Transit targeted Revenue Operation Date and the FFGA Revenue Operation Date, and "Desired Minimum Float" which is the amount of schedule float the FTA requires Sound Transit to maintain. The current schedule contingency balance was reduced by six months in November 2013. All contingency float was removed based on the completion of the tunneling contracts in the 3rd QTR 2013.



Right-of-Way

The U-Link project involved the acquisition of a range of property interests, including fee takings for stations and staging areas, tunnel easements for the running tunnels, acquisitions from the University of Washington and airspace leases with the Washington Department of Transportation. These acquisitions required relocation of 141 owners and tenants. The right-of-way program status is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settlements	Possession and Use	Closings to date	Relocations Required	Relocations Completed
Capitol Hill Station	19	19				19	140	140
Tunnel Easements	223	222				222	1	1
TOTAL	242	241				241	141	141

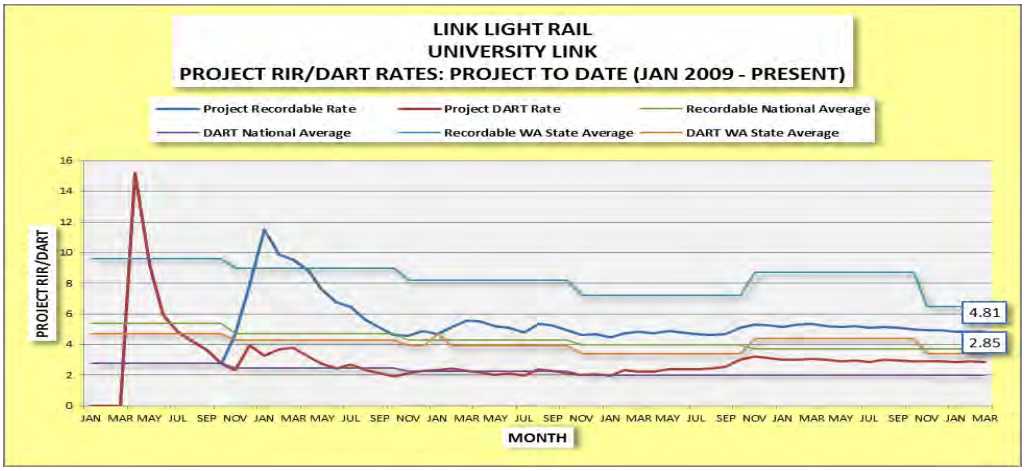
Capitol Hill Station: The acquisitions and relocations for the station site are complete.

Tunnel Easements: All 222 parcels have closed. A WSDOT parcel continues to be in pending status; Sound Transit may not need this parcel for the project.

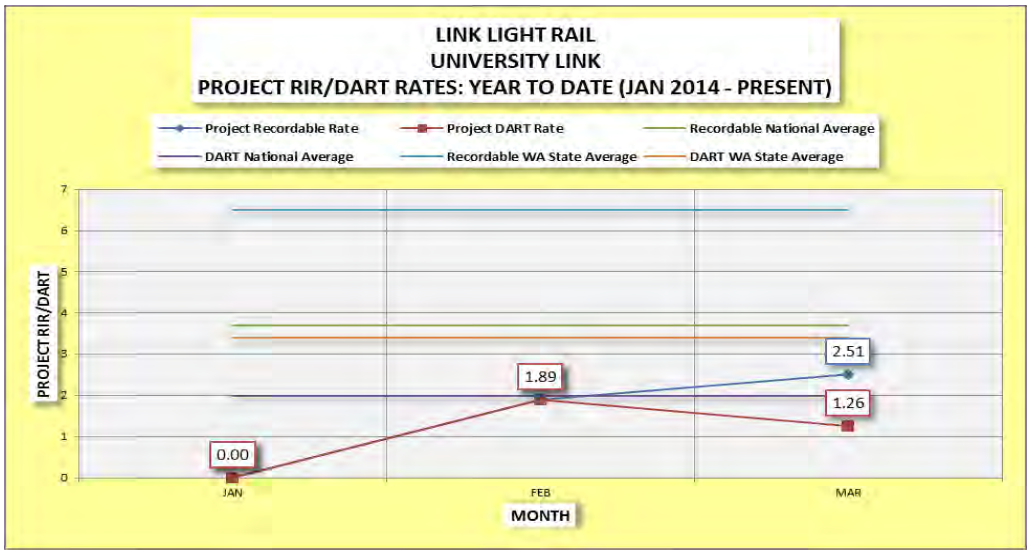
Construction Safety

Safety statistics for the reporting period and year-to-date are summarized in the table and charts.

Data/Measure	March 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	76
Days Away From Work Cases	0	0	14
Total Days Away From Work	0	0	573
Restricted or Modified Work Cases	0	1	31
Total Days Restricted or Modified Work	0	9	1490
First Aid Cases	0	4	130
Reported Near Mishaps	3	7	210
Ave. Nos. of Employees on Worksite	266	-	-
Total # of Hours (GC & Subs)	**53,474**	**159,182**	**3,157,556**
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	3.74	2.51	4.81
DART Rate	0.00	1.26	2.85
Recordable National Average	**3.70**	**3.70**	**3.70**
DART National Average	**2.00**	**2.00**	**2.00**
Recordable WA State Average	**6.50**	**6.50**	**6.50**
DART WA State Average	**3.40**	**3.40**	**3.40**



The charts to the right show University Link's Recordable Injury Rates (*RIR*) and University Link's Days Away, Restricted or Modified (*DART*) Injury Rate as compared to the national average.



Quality Assurance Activities

Activities

- None to report this period.

Issues

- Material Review Board (MRB) dispositioned one U240 NCR for repair of N. Platform Electrical Room conduit damage, one U250 NCR to use-as-is Gypsum board that did not meet moisture resistance requirements, and two U830 NCRs to use-as-is concrete non-conformances – all were approved.
- MRB dispositioned and approved one U250 RFD.

Issues

- U830: Water leaks in the UW station, Cross Passage #9.
- U250: Pending NCR for water damage to U830 electrical equipment. (U830 contractor has logged a claim for the damage.)

Summary

Description	Mar 2014	Notes
No. of Audits Planned	1	U830 RE Audit
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Environmental

- Continued Environmental Oversight of construction.

Sound Transit Board Actions

Board motions and resolutions directly related to University Link are summarized in the table below.

Motion Number	Description	Date
	None to report this period.	

Community Outreach

- Emailed monthly project update to about 4,500 subscribers.
- Emailed construction alerts to the UW Station email list regarding northbound lane closures on Montlake Boulevard.
- Emailed construction alerts to the Capitol Hill Station email list regarding early morning concrete pours.

Business Mitigation

- Coordinated logistics for the Annapurna Café tunnel tour contest drawing at the end of March with more than 850 entry forms collected.
- Placed business mitigation signage for retail tenants of the Capitol Crest building impacted by the pedestrian concourse work.

This page left intentionally blank.

Link Light Rail
University Link Extension– Tunnels

U220 Contract - *TBM Tunnel (UWS to CHS)*

Current Progress

The U220 contract achieved Substantial Completion on June 7, 2013. Continued close-out activities.

Close-out Activities

Current Period

- All NCR paperwork are now closed and Acceptance was issued in August 30, 2013.

Next Period

- Finalize remaining Change Orders to capture remaining Work Directive costs and de-commit unused Provisional Sums.

Closely Monitored Issues

- No remaining issues.

Cost Summary

Present Financial Status	Amount
U220 Contractor— Traylor Frontier-Kemper Joint Venture (TFK)	
Original Contract Value	$309,175,274
Change Order Value	$12,067,459
Current Contract Value	$ 321,408,334
Total Actual Cost (Incurred to date)	$ 315,071,655
Financial Percent Complete	98%
Physical Percent Complete:	100%
Authorized Contingency	$30,917,527
Contingency Drawdown	$12,233,060
Contingency Index*	2.53

**Physical % complete / % contingency drawn down*

U230 Contract - *TBM Tunnel (CHS to PSST)*

Current Progress

Substantial Completion was achieved in March 2013. The Contractor completed the punchlist items and continued working on final documentation. Work is 100% complete.

Close-out Activities

Current Period

- Contract is at Acceptance and is currently in the process of achieving Final Acceptance, which includes close out of contract.

Next Period

- Close out Activities: Continue working on achieving Final Acceptance. This includes reconciling of all outstanding monies and processing of final payment

Closely Monitored Issues

- None to report.

Cost Summary

Present Financial Status	Amount
U230 Contractor— JCM Joint Venture	
Original Contract Value	$153,556,000
Change Order Value	$9,866,998
Current Contract Value	$163,452,998
Total Actual Cost (Incurred to date)	$156,979,939
Financial Percent Complete	96%
Physical Percent Complete	100%
Authorized Contingency	$15,355,600
Contingency Drawdown	$9,896,998
Contingency Index*	1.56

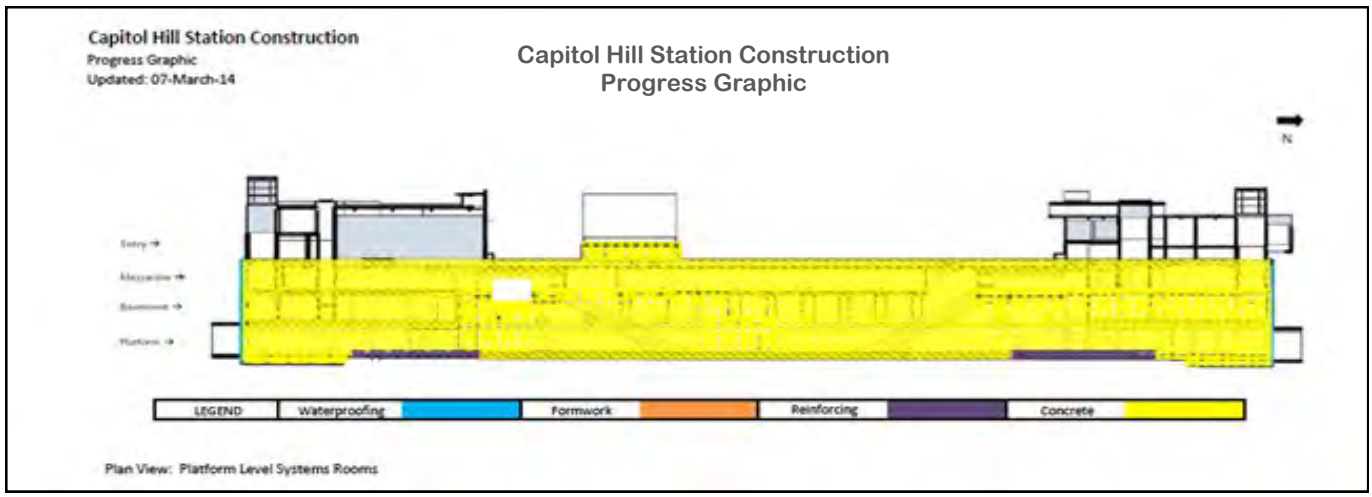
**Physical % complete / % contingency drawn down*

U240 Contract – *Capitol Hill Station*

Current Progress

West entry and pedestrian corridor excavation is well underway. All major roof pours are now complete. Turnover of the CHS track way is expected early next period under Milestone #2, Basic Structure Complete. Mechanical and Electrical Rough-In is underway at basement and platform levels.

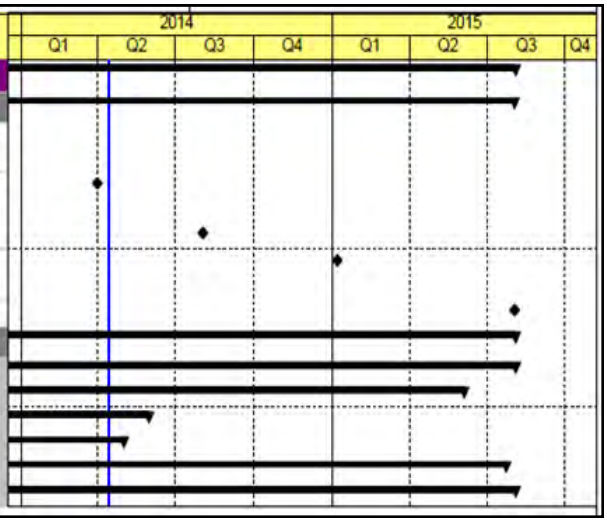
Physical % complete is at 52% against 51% contract time expended.



Schedule/Critical Path

The schedule update for March 2014 is currently under review. Milestone #2 Basic CHS Structure Completion is reporting zero days of float. The critical path will continue through the central structure to the south end and into architectural finishes as the Contractor completes the Systems Rooms for turnover to U830 Contractor, Milestone #3- Room Access Completion, which is reporting –14 days of negative float. The Coordinated Installation Program (CIP) may resolve this constraint by utilizing a phased approach to Systems room access. The access constraints at Pine Street will remain the driver to Substantial Completion but may be mitigated in the future by the CIP as both contractors continue discussions. Milestone #4, Substantial Completion is reporting one day of negative float.

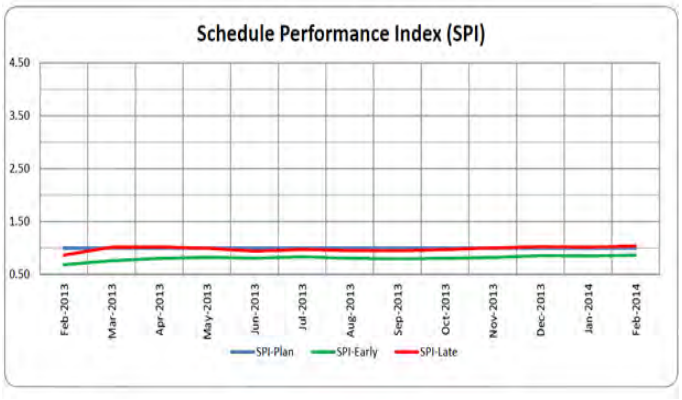
Activity Name	Start	Finish
ULINK U240 - Construction - Capitol Hill Station - Master	15-Nov-12 A	03-Aug-15
U240 Contract Milestones	23-Apr-13 A	02-Aug-15
Milestone 1a: Area C Base Slab Completion/Turnover to U830		23-Apr-13 A
MILESTONE 2: BASIC CHS STRUCTURE COMPLETION (02-APRIL-2014)		01-Apr-14 A
MILESTONE 3: ROOM ACCESS COMPLETION (02-AUGUST-2014)		02-Aug-14*
MILESTONE 1: PINE STREET RETRIEVAL SHAFT BELOW ELEV 130' (02-JULY-2015)		06-Jan-15*
MILESTONE 4: SUBSTANTIAL COMPLETION (02-AUGUST-2015)		02-Aug-15*
CAPITOL HILL STATION CONSTRUCTION - U240	15-Nov-12 A	03-Aug-15
MOBILIZATION-GENERAL CONDITIONS-PROJECT COORDINATION	15-Nov-12 A	03-Aug-15
STRUCTURAL WORK	15-Nov-12 A	04-Jun-15
LONG LEAD MECHANICAL EQUIPMENT	25-Mar-13 A	30-May-14
LONG LEAD ELECTRICAL EQUIPMENT	27-Feb-13 A	01-May-14
ARCHITECTURAL AND FINISHES	28-May-13 A	23-Jul-15
COMMISSIONING	30-Jun-13 A	03-Aug-15



Link Light Rail
University Link Extension– Stations

Schedule Performance Index

The U240 Schedule Performance Index (SPI) is slightly below 1.00 this period, at 0.87. The U240 baseline schedule represented an aggressive schedule based on payment for materials and equipment procured but not yet installed. A review of the contract documents subsequent to the baseline schedule submittal indicated payment for these items can only occur once they are in place. The logic in the schedule has been adjusted since the baseline to recognize this payment process. Production levels and material procurement will continue to be monitored closely.



Key Activities

Current Period

- Completed all concrete pours to reach Milestone 2 – Basic Structure Completion of the station including all of the platform track slabs and roof slab pours.
- Continued placement of footings/stem walls for North & South entry grade levels.
- Earthwork contractor continued excavation and installation of the lagging wall and tiebacks at the west side of Broadway Pedestrian Concourse.
- Fire protection contractor continued installing central Area A and north Area G fire protection pipe.
- Electrical contractor continued to install overhead conduit in the north basement and platform areas.
- Steel contractor continued erection and installation of the central Area A soffit frames and basement level walkway steel.
- Continued prepping and painting of the steel soffit frames.

Next Period

- Continued waterproofing installation at the roof level slabs ahead of the cellular backfill.
- Continue interior CMU and hollow metal wall installation in basement level for system rooms and vent shafts.
- Earthwork contractor will continue excavation and installation of the lagging wall and tiebacks
- Electrical and mechanical subcontractors will continue MEP rough in/embeds throughout the station and continue to install fire protection piping.
- The painting contractor will continue interior painting of various rooms- basement and mezzanine levels.

Closely Monitored Issues

- Factory testing of the 4 Emergency Tunnel Ventilation Fans identified a potential issue with the power source (soft starters), as the soft starters were not able to start the fans at the factory. ST has decided to proceed with using a variable frequency drive to start the 400hp fans in lieu of the soft starters and is working on developing a specification for issuance to Contractor
- EOR is reviewing plenums for safety critical systems that could be exposed to the high heat of the Emergency Tunnel Fans during a fire event. A list of items that need to be moved is being developed.
- Negotiation meetings are ongoing with the Contractor concerning interior concrete wall partition impacts due to revisions and clarification. Sound Transit has communicated to the Contractor that it believes that inefficiencies related to interior wall partitions do not have merit.

Cost Summary

Present Financial Status	Amount
U240 Contractor - Turner Construction Co.	
Original Contract Value	$104,850,276
Change Order Value	$1,476,953
Current Contract Value	$106,327,229
Total Actual Cost (Incurred to date)	$47,673,282
Financial Percent Complete:	45%
Physical Percent Complete:	52%
Authorized Contingency	$5,242,514
Contingency Drawdown	$1,476,953
Contingency Index	1.61



Installing rebar for the north wall pour.

U250 Contract –*University of Washington Station*

Current Progress

Milestone #4 (Basic Structure Completion) and Milestone #5 (All Systems Room Access) were completed in late January. Milestone #6 (Site Restoration) continues and is expected to be complete prior to the contract date in June 2014. Mechanical and electrical rough -in continues at the basement levels. Montlake Triangle activities continue with Elevator 3 installation and the bike ramp finishes. Coordination between U830 continues as rail installation at the station and the tunnels is underway.

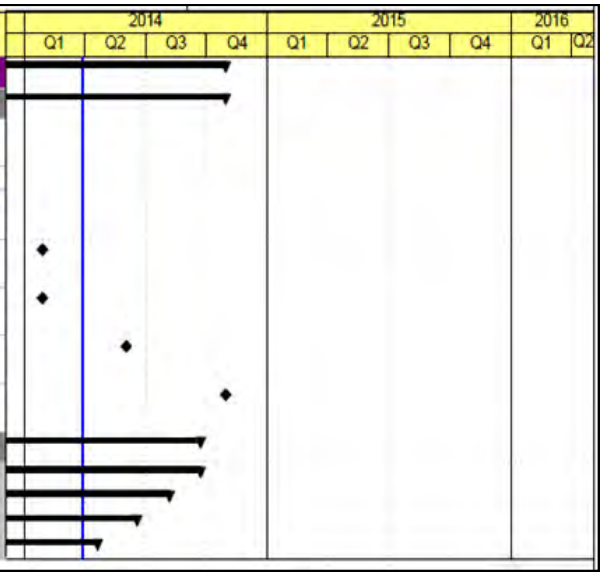
Work progress continued with approximately 92% physical completion against 83% contract time expended.

Schedule/Critical Path

Milestone #1 (Basic Structure Completion) and Milestone #3 (System Room Access) were completed. Also completed were Milestone #1 (Basic Structure Completion) and Milestone #3 (System Room Access) were completed. Also completed were Milestones #4 and #5. Milestone #7 (Substantial Completion) is reporting zero days of positive float. The Contractor is meeting production forecasts at this time.

The Critical Path continues through the installation of the station roof slabs, basement level and platform floor slabs under a modified top down construction plan. U830 completed plinth and rail installation at the station and is well underway in the SB and NB N04 tunnels. Basic structure completed and all Systems critical rooms are now available to the U830 Systems Contractor. Station Finishes will continue and final testing and commissioning will then complete the U250 work.

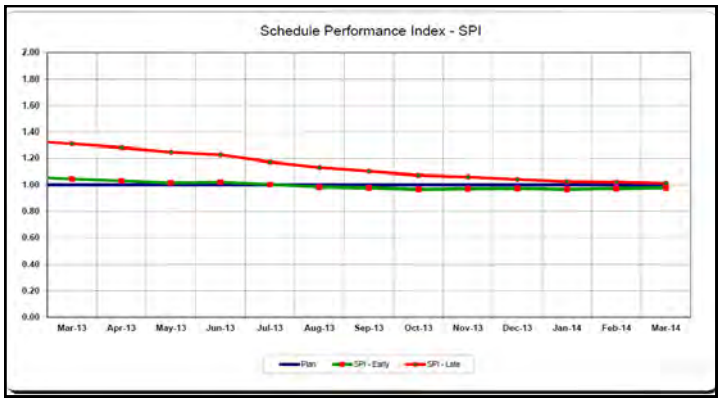
Activity Name	Start	Finish
ULINK U250 - Construction - UW Station	05-Apr-11 A	30-Oct-14
MILESTONES	01-Apr-13 A	30-Oct-14
MILESTONE 1 (727d FROM NTP) (31 Mar 13) ACHIEVE BASIC STRUCTURE COMPLETION OF STATION		01-Apr-13 A
MILESTONE 2 (60d FROM OCC OF EAST BOUNDARY F3) (01 Apr 13)		06-May-13 A
MILESTONE 3 (880d FROM NTP) (31 Aug 13) UWS ROOM ACCESS COMPLETION		30-Aug-13 A
MILESTONE 4 (1031d FROM NTP) (29 Jan 14) BASIC STRUCTURE COMPLETION OF ENTIRE UWS FOR USE BY SYSTEM WIDE		29-Jan-14 A
MILESTONE 5 (1033d FROM NTP) (31 Jan 14) UWS ROOM ACCESS COMPLETION FOR ALL SYSTEM ROOMS		29-Jan-14 A
MILESTONE 6 (1160d FROM NTP) (07 Jun 14) RESTORATION OF THE SITE OUTSIDE OF THE CONSTRUCTION WORK AREA		02-Jun-14*
MILESTONE 7 SUBSTANTIAL COMPLETION OF ALL WORK (1320d FROM NTP) (14 Nov 14) SUBSTANTIAL COMPLETION OF ALL WORK		30-Oct-14*
CONSTRUCTION	05-Apr-11 A	22-Sep-14
STATION	05-Apr-11 A	22-Sep-14
CROSSOVER	01-Aug-12 A	06-Aug-14
ABOVE GRADE ENTRY	31-Aug-12 A	18-Jun-14
PEDESTRIAN BRIDGE	29-Feb-12 A	21-Apr-14



Link Light Rail
University Link Extension– Stations

Schedule Performance Index

The U250 Schedule Performance Index (SPI) is slightly below 1.00 this period, at 0.98. Construction progress is trending per plan as the U250 Contractor is in full swing of MEP Rough-In and architectural finishes. Coordination with U830 continues.



Key Activities

Current Period

- Completed south vent structure roof and walls, and continued removing formwork.
- Commenced formwork and reinforcing for Grid 6-7 roof level pour back.
- Continued chamber art metal panel installation and head house metal panel installation.
- Continued MEP rough-in at the platform and basement level- Grids 1 thru 3.
- Continued fire alarm system cabling and terminations.
- Continued installation of elevator finishes and entrances continued at elevators 1, 2, and 4.
- Continued import of fill, re-grading of the south end of the site, and installation of site water lines and hydrants.
- *Montlake Triangle Project, SP-1 Pedestrian Bridge:* Continued Elevator 3 cab finishes installation and continued formwork and concrete pouring for bike ramp superstructure.

Next Period

- Continue with metal panel installation at escalator undersides and sidewalls.
- Complete rough grading of south end of site and complete paving of Walla Walla Street and turnover areas.
- Begin restoration of west plaza.
- Continue MEP rough-in at the basement, platform and mezzanine levels.
- Continue fire alarm system cabling and terminations.
- Continue Building Management System (BMS) panel installation and terminations.
- Continue testing and commissioning level 2 activities.
- Continue installation of Elevator 1, 2 & 4 including metal panel installation.
- *Montlake Triangle Project, SP-1 Pedestrian Bridge:* Continue Elevator 3 cab finishes and commence formwork and reinforcing for bike ramp approach.

Closely Monitored Issues

- ST is reviewing Seattle Fire Department's (SFD) issues on whether non-emergency utilities passing through tunnel ventilation exhaust plenums on the mezzanine level of the Station need to be "fire hardened" or relocated. SFD reviewing recommendations.
- MTP SP1 pedestrian bridge guardrail tolerance concerns have resulted in the installing subcontractor requesting revisions.

Cost Summary

Present Financial Status	Amount
U250 Contractor - Hoffman Construction Co.	
Original Contract Value	141,745,898
Change Order Value	3,823,749
Current Contract Value	145,569,647
Total Actual Cost (Incurred to date)	131,107,076
Financial Percent Complete:	90%
Physical Percent Complete:	92%
Authorized Contingency	7,087,295
Contingency Drawdown	3,823,749
Contingency Index	1.67



Continued street concrete pour.

U830 Contract – *Track, Signal, Traction Power and Communications*

Current Progress

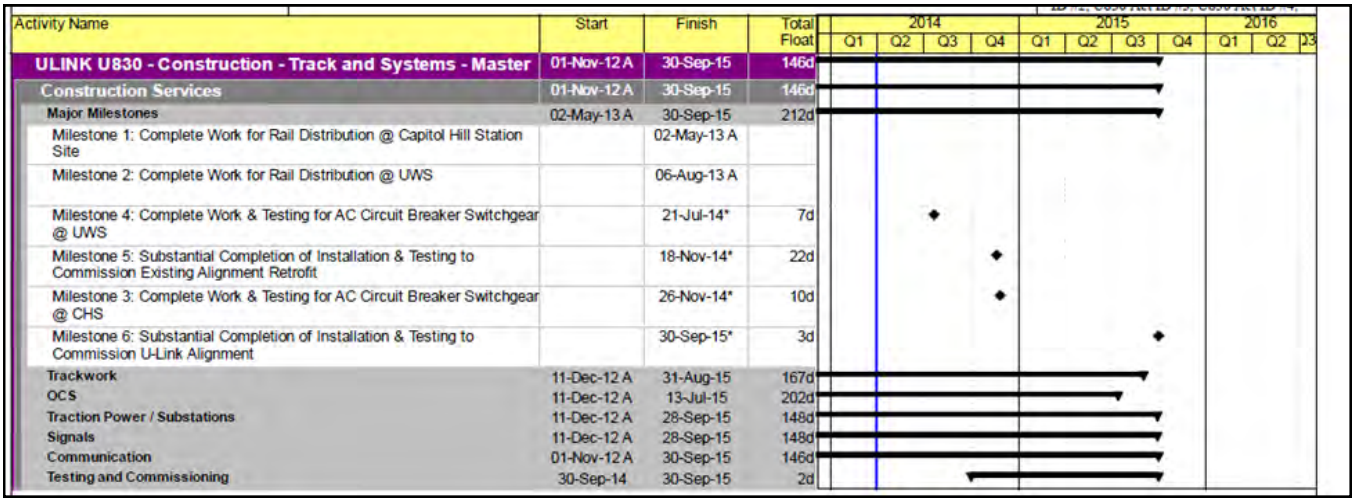
Rail and plinth installation is complete between CHS and PSST. Rail Installation is complete at the UWS and tunnel segment N04. Track construction is now at approximately 57% complete. Coordination between station contractors continues. Construction submittal preparation is ongoing.

Work progress continued with approximately 34% physically complete against 46% contract time expended.

Schedule/Critical Path

The schedule update for this period is under review. Milestone #5 (Installation and Testing of existing Alignment Retrofit) is reporting 22 days of positive float but is being monitored closely by Sound Transit. Milestone #6 (Substantial Completion) is reporting 3 days of positive float. Systems Room Access at CHS is driving U-Link segment Communications Installation through system wide testing.

The Critical Path runs through OCS installation and is also being tracked through System Room Access in July 2014 at CHS for communication cabling and equipment installation. The Coordinated Installation Program may resolve this constraint by utilizing a phased approach to system room access. Contractor production rates and construction submittals are being tracked closely.

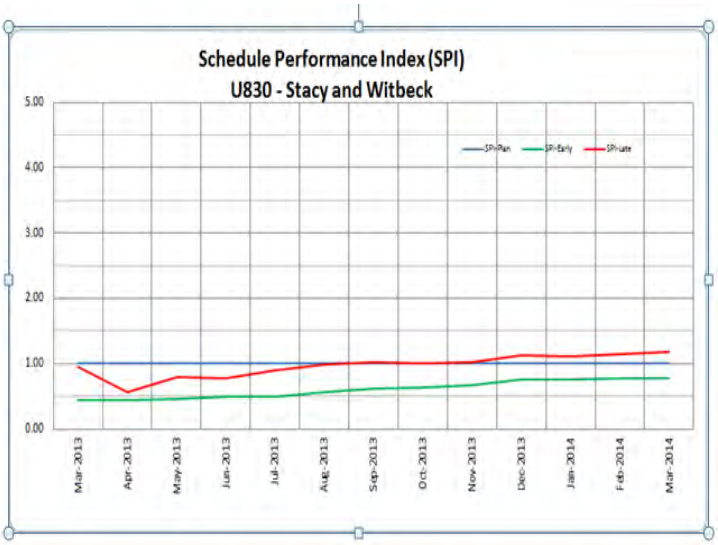


Activity Name	Start	Finish	Total Float
ULINK U830 - Construction - Track and Systems - Master	01-Nov-12 A	30-Sep-15	146d
Construction Services	01-Nov-12 A	30-Sep-15	146d
Major Milestones	02-May-13 A	30-Sep-15	212d
Milestone 1: Complete Work for Rail Distribution @ Capitol Hill Station Site		02-May-13 A	
Milestone 2: Complete Work for Rail Distribution @ UWS		06-Aug-13 A	
Milestone 4: Complete Work & Testing for AC Circuit Breaker Switchgear @ UWS		21-Jul-14*	7d
Milestone 5: Substantial Completion of Installation & Testing to Commission Existing Alignment Retrofit		18-Nov-14*	22d
Milestone 3: Complete Work & Testing for AC Circuit Breaker Switchgear @ CHS		26-Nov-14*	10d
Milestone 6: Substantial Completion of Installation & Testing to Commission U-Link Alignment		30-Sep-15*	3d
Trackwork	11-Dec-12 A	31-Aug-15	167d
OCS	11-Dec-12 A	13-Jul-15	202d
Traction Power / Substations	11-Dec-12 A	28-Sep-15	148d
Signals	11-Dec-12 A	28-Sep-15	148d
Communication	01-Nov-12 A	30-Sep-15	146d
Testing and Commissioning	30-Sep-14	30-Sep-15	2d

Schedule Performance Index

The SPI based on early forecast remains below 1.0 at 0.77. Late equipment procurement and delays to construction commencement and design activities have been the root cause of the low SPI.

Systems room access at U240 is driving Communication Equipment Installation and Commissioning. The progress towards cutover of the SCADA system on the Initial Segment would be monitored closely.



Link Light Rail
University Link Extension - Systems

Key Activities

Current Period

- Quarterly Risk Mitigation meeting was held with Contractor on March 25, 2013.
- Crews finished painting, repairing the ceiling, carpet installation, wall trimming, and final cleanup for OMF renovation work.

Trackwork

- Crews continued track constructions between CHS to UWS (constructing skeleton track, tying rebar, and setting forms for plinth pours) and performed thermite welding between CHS and PSST. To date around 54% of track work have been completed.
- Floating Slabs: Continued on work plan, procuring the rubber support pads and pre-cast floating slab accessories, and continued producing the formwork for the floating slabs.
- Special Trackwork: Crews continued working on the work plan, production of fasteners, and the casting process for the double crossover.
- Ongoing shipment of rail fasteners and other materials for track construction.

Traction Power/Signal/Com-SCADA Systems

- Crews installed radiax and fiber optic cables between CHS to PSST and in the rooms at UWS.
- Crews continued installation of the AC switchgear at UWS. Received delivery of the DC switchgear for CHS and the signal cables.
- Ongoing product and design work for traction power, signal and COM/SCADA.

Next Period

- Perform a preliminary punch list walkthrough for OMF renovation work.
- Ongoing track construction between CHS to UWS tunnels.
- Floating Slabs: complete the work plan, procuring the rubber support pads and pre-cast floating slab accessories; and continue producing the formwork for the floating slabs.
- Special Trackwork: continue on the work plan, the production of the inserts and casting process.
- Complete the installation of the AC switchgear at UWS and perform a conduit and manhole survey at PSST for the 26kV gear work.
- Continue installation of radiax and fiber optic cables between CHS to PSST and in the rooms at UWS.
- Ongoing product and design work for traction power, signal and COM/SCADA.

Closely Monitored Issues

- CM team continues to monitor the progress of the COM/SCADA contractor for the final design submittals, software development, and the finalization of other system designs.
- CM team closely monitoring the cutover plans for the new SCADA System and regularly visiting the subconsultant's site facilities monitoring progress of software testing and development.

Cost Summary

Present Financial Status	Amount
U830 GC/CM Contractor - Stacy & Witbeck	
Original Contract Value	$119,167,433
Change Order Value	$1,012,657
Current Contract Value	$120,180,091
Total Actual Cost (Incurred to date)	$41,466,808
Financial Percent Complete	34%
Physical Percent Complete:	34%
Authorized Contingency	$5,958,373
Contingency Drawdown	$1,012,657
Contingency Index	1.7



Systems work ongoing at the PSST-CHS tunnel.

U820 Contract - ***LRV Storage and Yard Expansion***

P821 Contract - ***Light Rail Vehicles***

C802 Contract - ***Signals Systems (Yard Expansion)***

Other Systems - ***Radio Console, Fare Collection.***

Key Activities

Current Period

U820- LRV Storage and Yard Expansion

- Completed all work and close out.

P821 – Light Rail Vehicles

- Contract Close Out Activities.

C802 - Signals System (Yard Expansion)

- Completed all work but pending close-out.

Other Systems

- U860 Network Fiber Network closed out.
- Continued coordination of Agency initiated system network standardization.
- U826 Radio Console upgrade completed and pending close out .
- U835 EMI/Vibration & Wheel flat Monitoring Contract Awarded.

Next Period

P821 – Light Rail Vehicles

- Contract close-out activities.

Other Systems

- Continue coordination of Agency initiated system network standardization.
- U826 Radio Console upgrade is close out
- U835 EMI/Vibration & Wheel flat Monitoring Contract NTP.

Closely Monitored Issues

- None to report this period.

P821 Cost Summary

Present Financial Status	Amount
P821 Manufacturer — Kinkisharyo Intl.*	
Original Contract Value (U-Link Option)	$94,576,095
Change Order Value	$4,598,480
Current Contract Value	$99,174,575
Total Actual Cost (Incurred To Date)	$99,174,575
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	$4,608,904
Contingency Drawdown	$4,598,480
Contingency Index	N/A

**Change Order to Initial Segment LRV Contract*

C802 Cost Summary

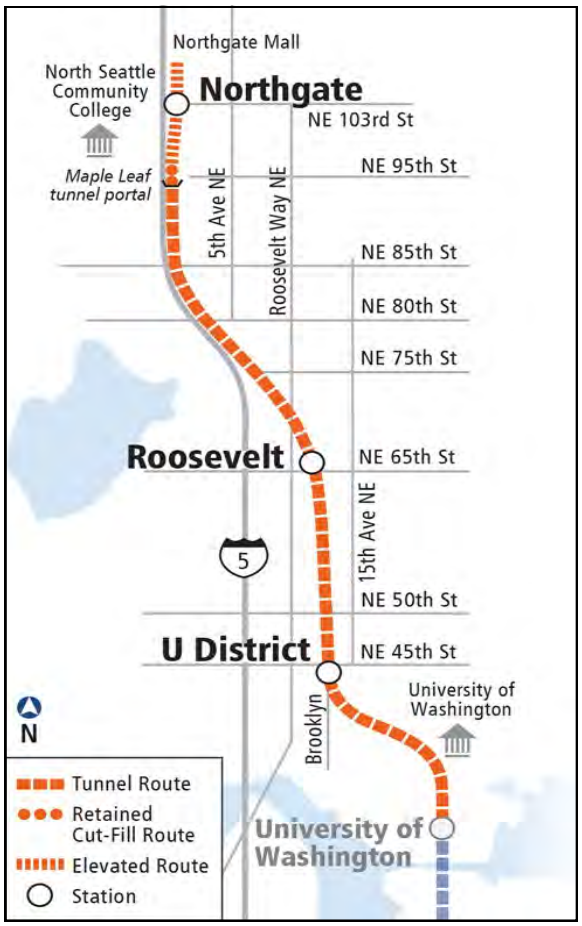
Present Financial Status	Amount
C802 Train Control —GETS* Global Signaling, LLC	
Original Contract Value (U-Link Option)	$1,996,269
Change Order Value	$15,390
Current Contract Value	$2,011,659
Total Actual Cost (Incurred To Date)	$2,011,659
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	$103,731
Contingency Drawdown	$15,390
Contingency Index	N/A

**Change Order to Initial Segment Train Control Contract.*
55% of contract costs are assigned to U-Link 45% Northgate Link.

Link Light Rail
Northgate Link Extension

Scope

Limits:	The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.
Alignment:	The extension begins at the UW Station, boring tunnels under campus then continues north to a portal located north of NE 94th Street on the east side of I-5, then transitioning to an aerial structure running north to the Northgate Mall.
Stations:	The U District Station is an underground station located on the west side of the UW campus near Brooklyn Ave. and NE 45th St. The Roosevelt Station is an underground station located near NE 65th St. and 12th Ave NE. The Northgate Station is an elevated station located at the southwest edge of the Northgate Mall property.
Systems:	Include Signals, track electrification, and SCADA communications, and an additional 40 light rail vehicles.
Budget:	$2.131 Billion
Service:	September 2021
Phase:	Final Design and Construction



Map of Northgate Link Extension route and stations.

Key Project Activities

- N140 GCCM bids were opened on March 10 and Hoffman Construction Company was the apparent successful bidder for the U District Station.
- At the U District Station site, the N125 contractor worked on utility line relocations and placing foundations for the future TOD structures.
- At the Roosevelt Station site, the N125 contractor completed installation of water mains on 12th Avenue NE and at NE 63rd. These lines were installed on night shift to avoid day-time traffic impacts on this heavily travelled street. The N125 contractor also continued work on the slurry wall and have also completed installing jet grout columns to support tunneling to the south of the station.
- Sound Transit completed transfer of WSDOT Park and Ride lot at the Maple Leaf Portal to the N125 contractor as scheduled. At the portal site, excavation for the tunnel portal was completed and the N125 contractor continued fabrication of their first tunnel boring machine.
- Staff presented Northgate Station 90% design to the Light Rail Review Panel. Approval was received with conditions to present additional information for eight selected items through administrative review.
- Project staff continued to develop and review alternatives for the Northgate Parking Garage. A parking garage work session was held with KCM staff to discuss alternate garage/TOD site concepts and confirm the sites for further study.
- ST staff continued preparation of contract documents for the 26kv Power Line Relocation along 1st Avenue at Northgate. Final review by SDOT, SPU and SCL is underway in preparation for submittal of the documents for a Utility Major Permit in April.

Closely Monitored Issues

- Several citizen complaints were received about the noise caused by the night time work at the Roosevelt Station. Community Outreach is addressing these concerns.
- Coordination of the various elements of the Northgate Station and Parking Garage is challenging as it involves several different parties, right-of-way needs, construction logistics and schedule constraints. Work continues on all of these items.
- Continued work is necessary to finalize an acceptable alignment for the 115 kV power line at Northgate.

Project Cost Summary

The Northgate Link project cost is summarized below by two cost categorizations. In the first table, the cost is summarized in accordance with Sound Transit's Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$149.5	$149.5	$18.7	$19.9	$149.5	$0.0
PRELIMINARY ENGINEERING	$15.1	$15.1	$15.1	$15.1	$15.1	$0.0
FINAL DESIGN	$113.1	$118.5	$99.8	$66.5	$118.5	$0.0
CONSTRUCTION SERVICES	$112.1	$112.1	$76.7	$6.2	$112.1	$0.0
3rd PARTY AGREEMENTS	$11.0	$11.8	$10.4	$2.9	$11.8	$0.0
CONSTRUCTION	$1,323.5	$1,338.1	$465.1	$76.7	$1,338.1	$0.0
VEHICLES	$259.1	$259.1	$0.0	$0.0	$259.1	$0.0
ROW	$148.1	$127.3	$54.1	$53.1	$127.3	$0.0
Total	**$2,131.4**	**$2,131.4**	**$739.9**	**$240.4**	**$2,131.4**	**$0.0**

The Estimated Final Cost (EFC) for the project as of this reporting period is $2,131.4M, which is equal to the project budget. This period approximately $17.7M was incurred, of which $14.0M was for the N125 tunneling contract. Another $0.9M was for civil and systems final design and design support during construction, and $0.9M was for construction management. The remaining expenditures were for right-of-way, third party coordination, staff, and other direct charges.

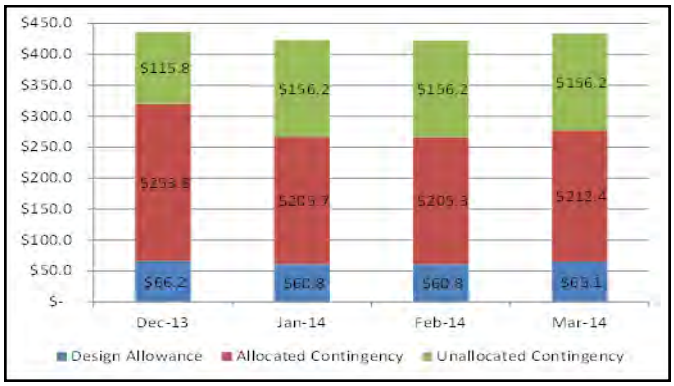
SCC Element	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 GUIDEWAY & TRACK	$615.1	$600.6	$327.1	$47.5	$593.9	$6.7
20 STATIONS	$434.2	$360.5	$39.1	$5.5	$376.5	($16.0)
30 SUPPORT FACILITIES: YARD, SHOP	$5.3	$5.3	$5.2	$5.2	$5.2	$0.1
40 SITEWORK & SPECIAL CONDITIONS	$64.3	$132.6	$87.8	$17.2	$136.5	($4.0)
50 SYSTEMS	$110.9	$110.9	$0.9	$0.9	$110.9	$0.0
Construction Subtotal (SCC 10 - 50)	**$1,229.9**	**$1,209.9**	**$460.1**	**$76.4**	**$1,223.1**	**($13.2)**
60 ROW, LAND, EXISTING IMPROVEMENTS	$143.1	$116.8	$54.1	$53.1	$116.8	$0.0
70 VEHICLES	$236.9	$236.9	$0.0	$0.0	$239.1	($2.2)
80 PROFESSIONAL SERVICES	$400.8	$411.6	$225.7	$110.9	$405.4	$6.2
90 CONTINGENCY	$120.8	$156.2	$0.0	$0.0	$147.0	$9.2
Capital Total (SCC 10 - 90)	**$2,131.4**	**$2,131.4**	**$739.9**	**$240.4**	**$2,131.4**	**$0.0**

The Estimated Final Cost (EFC) for some contract packages have been reassessed and revised as a result of design development and the award of Contract N125 at an amount lower than the adopted budget. Additionally, there has been a reduction to the N180 Trackwork cost estimate. The variances associated with some of the SCC groups shown above reflect the updated EFC due to these revisions.

Cost Contingency Status

Compared to the baseline amount of $396.2 million, the Total Contingency has increased by $37.5 million to $433.7 million, which is 22.9% of project work remaining. During this reporting period, an increase of $11.4M occurred. Detailed information is provided below.

Contingency Status	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	$ 113.9	5.3%	$ 65.1	3.4%
Allocated Contingency	$ 184.0	8.6%	$ 212.4	11.2%
Unallocated Contingency	$ 98.3	4.6%	$ 156.2	8.3%
Total	**$ 396.2**	**18.6%**	**$ 433.7**	**22.9%**



Cost Contingency Status, continued

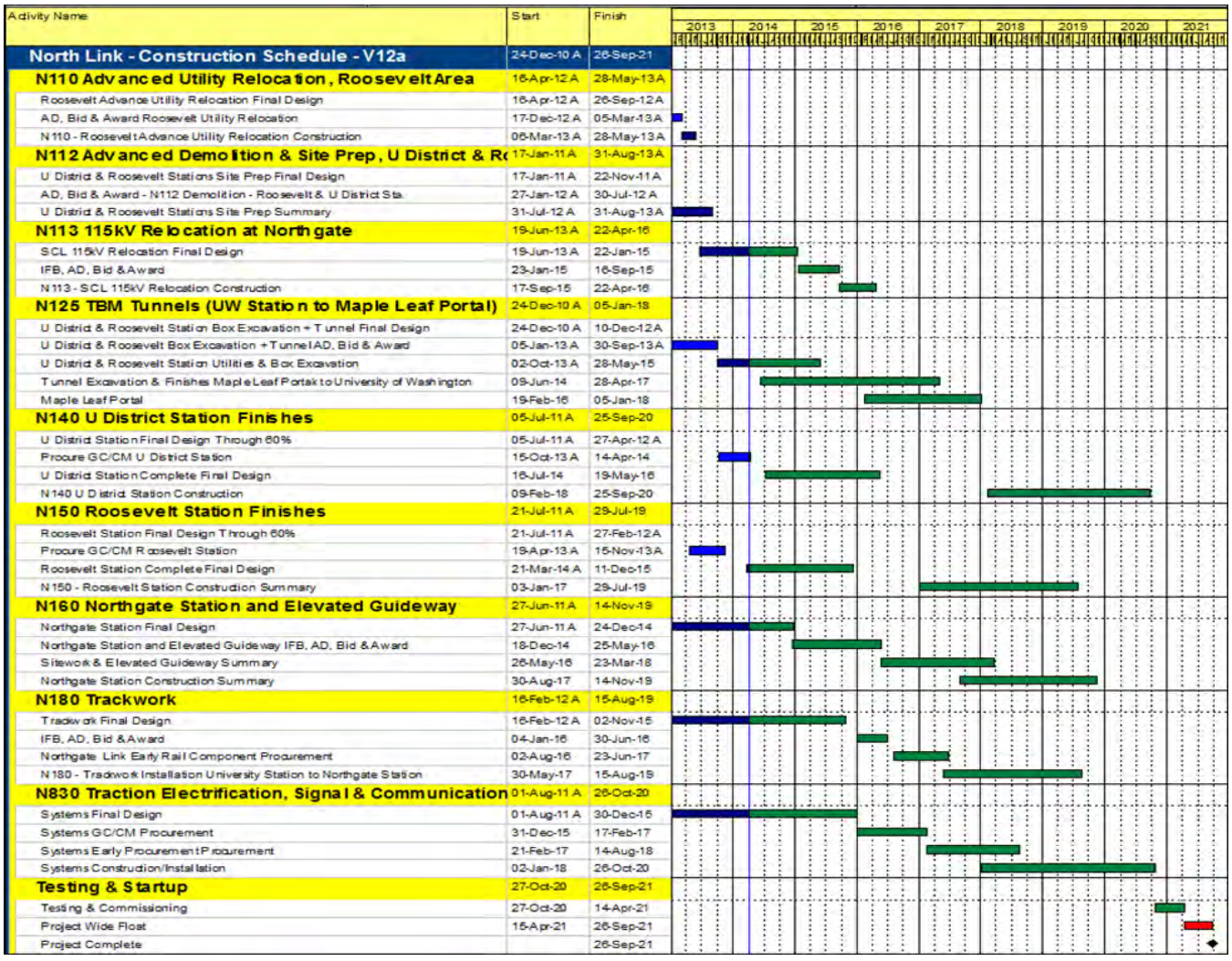
Design Allowance – Compared to the baseline amount of $113.9 million, Design Allowance has decreased by $48.8 million to $65.1 million. During this reporting period, an increase of $5 million occurred due to an update to the N180 cost estimate.

Allocated Contingency – Compared to the baseline amount of $184.0 million, Allocated Contingency has increased by $28.4 million to $212.4 million. During this reporting period, an increase of $6.7 million occurred due an update to the N180 cost estimate.

Unallocated Contingency – Compared to the baseline amount of $98.3 million, Unallocated Contingency has increased by $57.9 million to $156.2 million. No changed to UAC occurred during this period.

Project Schedule

All N125 milestones are currently showing positive float. Preparations for commencement of tunneling for the first TBM are slightly behind the baseline schedule but the delay can be absorbed by the available float. The second and more critical TBM is half-way of its ocean voyage to Seattle. The current schedule indicates delivery is 11 days behind. This delay will have to be made up during assembly. The station contracts, N150 and N140 continue on schedule for construction starts of 1st QTR 2017 and 1st QTR 2018, respectively. N150 design will recommence in the 2nd QTR 2014 now that the GC/CM contractor is on board. The N140 GC/CM contract will be awarded next month. N111 may be added to the N125 as a change order. N113 has lost several months contending with public concerns with the proposed relocation but will not jeopardize the overall completion date. The N165 garage contract is being combined with N160 which may delay its kickoff but not jeopardize its completion. The overall Northgate Link Extension completion date still shows 165 days of overall float to the September 2021 revenue service date.

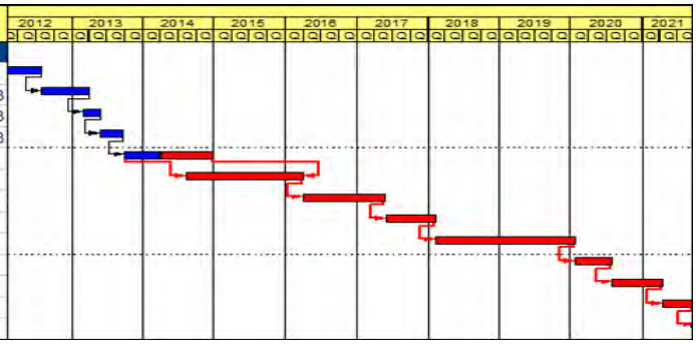


Activity Name	Start	Finish
North Link - Construction Schedule - V12a	24-Dec-10 A	26-Sep-21
N110 Advanced Utility Relocation, Roosevelt Area	16-Apr-12 A	28-May-13 A
Roosevelt Advance Utility Relocation Final Design	16-Apr-12 A	26-Sep-12 A
AD, Bid & Award Roosevelt Utility Relocation	17-Dec-12 A	05-Mar-13 A
N110 - Roosevelt Advance Utility Relocation Construction	06-Mar-13 A	28-May-13 A
N112 Advanced Demolition & Site Prep, U District & Ro	17-Jan-11 A	31-Aug-13 A
U District & Roosevelt Stations Site Prep Final Design	17-Jan-11 A	22-Nov-11 A
AD, Bid & Award - N112 Demolition - Roosevelt & U District Sta	27-Jan-12 A	30-Jul-12 A
U District & Roosevelt Stations Site Prep Summary	31-Jul-12 A	31-Aug-13 A
N113 115kV Relocation at Northgate	19-Jun-13 A	22-Apr-16
SCL 115kV Relocation Final Design	19-Jun-13 A	22-Jan-15
IFB, AD, Bid & Award	23-Jan-15	16-Sep-15
N113 - SCL 115kV Relocation Construction	17-Sep-15	22-Apr-16
N125 TBM Tunnels (UW Station to Maple Leaf Portal)	24-Dec-10 A	05-Jan-18
U District & Roosevelt Station Box Excavation + Tunnel Final Design	24-Dec-10 A	10-Dec-12 A
U District & Roosevelt Box Excavation + Tunnel AD, Bid & Award	05-Jan-13 A	30-Sep-13 A
U District & Roosevelt Station Utilities & Box Excavation	02-Oct-13 A	28-May-15
Tunnel Excavation & Finishes Maple Leaf Portak to University of Washington	09-Jun-14	28-Apr-17
Maple Leaf Portal	19-Feb-16	05-Jan-18
N140 U District Station Finishes	05-Jul-11 A	25-Sep-20
U District Station Final Design Through 60%	05-Jul-11 A	27-Apr-12 A
Procure GC/CM U District Station	15-Oct-13 A	14-Apr-14
U District Station Complete Final Design	16-Jul-14	19-May-16
N140 U District Station Construction	09-Feb-18	25-Sep-20
N150 Roosevelt Station Finishes	21-Jul-11 A	29-Jul-19
Roosevelt Station Final Design Through 60%	21-Jul-11 A	27-Feb-12 A
Procure GC/CM Roosevelt Station	19-Apr-13 A	15-Nov-13 A
Roosevelt Station Complete Final Design	21-Mar-14 A	11-Dec-15
N150 - Roosevelt Station Construction Summary	03-Jan-17	29-Jul-19
N160 Northgate Station and Elevated Guideway	27-Jun-11 A	14-Nov-19
Northgate Station Final Design	27-Jun-11 A	24-Dec-14
Northgate Station and Elevated Guideway IFB, AD, Bid & Award	18-Dec-14	25-May-16
Sitework & Elevated Guideway Summary	26-May-16	23-Mar-18
Northgate Station Construction Summary	30-Aug-17	14-Nov-19
N180 Trackwork	16-Feb-12 A	15-Aug-19
Trackwork Final Design	16-Feb-12 A	02-Nov-15
IFB, AD, Bid & Award	04-Jan-16	30-Jun-16
Northgate Link Early Rail Component Procurement	02-Aug-16	23-Jun-17
N180 - Trackwork Installation University Station to Northgate Station	30-May-17	15-Aug-19
N830 Traction Electrification, Signal & Communication	01-Aug-11 A	26-Oct-20
Systems Final Design	01-Aug-11 A	30-Dec-15
Systems GC/CM Procurement	31-Dec-15	17-Feb-17
Systems Early Procurement Procurement	21-Feb-17	14-Aug-18
Systems Construction/Installation	02-Jan-18	26-Oct-20
Testing & Startup	27-Oct-20	26-Sep-21
Testing & Commissioning	27-Oct-20	14-Apr-21
Project Wide Float	15-Apr-21	26-Sep-21
Project Complete		26-Sep-21

Critical Path Analysis

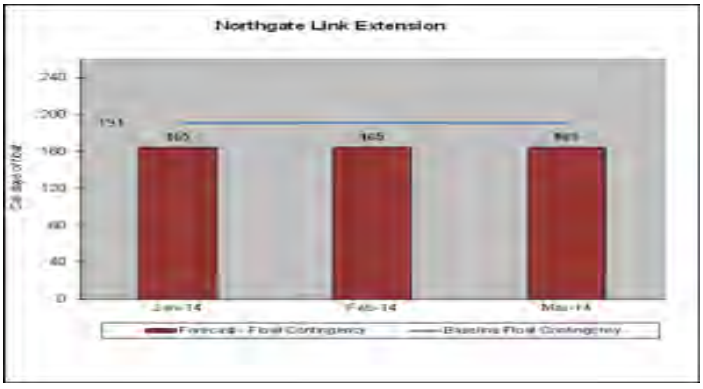
Changes to the baseline assumptions have resulted in a change to the project critical path this month. There has been improvement in the N125 milestone completion dates. In addition, there has been some shift in N180 to coordinate with prototype floating slab work in the University Link project. N125 continues to drive the critical path in mass excavation for underground stations and tunnel boring. The trackwork now follows the completion of the tunnels rather than Maple Leaf Portal construction. Early work in N140 is now on the critical path to provide systems rooms in the station for turnover to the systems contractor. Availability of those rooms drives the Systems contract right up to final testing and commissioning. Changes to the critical path have not impacted the revenue service date of September 2021.

Activity Name	Start	Finish
Northgate Link Extension - Summary Critical P	27-Jan-12 A	27-Sep-21
N112 Contractor Procurement	27-Jan-12 A	31-Jul-12 A
N112 Roosevelt Station Demo & Site Prep	01-Aug-12	29-Mar-13
N110 Roosevelt Site Advanced Utility Relocation	03-Mar-13	28-May-13
Owner Controlled Float	29-May-13	28-Sep-13
N125 Roosevelt Station Box Excavation	30-Sep-13	31-Dec-14
N125 Tunneling Maple Leaf Portal to University Station	14-Aug-14	29-Mar-16
N125 Tunnel Cross-Passages, Invert & MEP	30-Mar-16	26-May-17
N180 Trackwork Maple Leaf Portal to University Station	30-May-17	08-Feb-18
N140 U District Station to System Rooms Available	09-Feb-18	21-Jan-20
N830 Mechanical & Electrical Systems Installation	22-Jan-20	31-Jul-20
System-Wide Testing and Startup	03-Aug-20	14-Apr-21
Revenue Service Window/Project Float	15-Apr-21	26-Sep-21
Project Complete		27-Sep-21



Critical Path Float

Northgate Link was baselined in 2012 with 191 days of project-wide float. In 2013, some of that time was used as buffers at critical interfaces between adjacent contracts in the N125 procurement. Additional three days were used when the actual September 2013 NTP date was three days later than the assumed baseline NTP date. The adjacent graph represents the current project-wide float contingency of 165 days prior to Revenue Service in September 2021.



Construction Safety

Safety Statistics for the reporting period and year-to-date are summarized in the table below.

Data/Measure	March 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	3	3
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
Restricted or Modified Work Cases	0	2	2
Total Days Restricted or Modified Work	28	28	28
First Aid Cases	0	0	1
Reported Near Mishaps	4	4	6
Average Number of Employees on Worksite	170	439	808
Total # of Hours (GC & Subs)	41,674	102,376	130,415
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	4.80	5.86	4.60
DART Rate	0.00	3.91	3.07
Recordable National Average	**3.70**	**3.70**	**3.70**
DART National Average	**2.00**	**2.00**	**2.00**
Recordable WA State Average	**6.50**	**6.50**	**6.50**
DART WA State Average	**3.40**	**3.40**	**3.40**

Link Light Rail
Northgate Link Extension

Right of Way

The U District and Roosevelt stations require the acquisition of a range of property interests including fee takings for stations and staging areas; tunnel easements are required for the running tunnel. These acquisitions will result in owner and tenant, residential and commercial relocations. The right-of-way status as of this period is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settle-ments	Possession and Use (P&U)	Closings to date	Baseline Relocations Required	Relocations Completed
U District Station	16	15	0	0	0	15	3	1
Roosevelt Station	20	18	0	0	0	18	26	26
Tunnel Easements	190	187	1	0	3	183	0	0
Northgate Station	8	6	1	0	0	0	13	0
Total	**234**	**226**	**2**	**0**	**3**	**216**	**42**	**27**

Roosevelt Station – All parcels have been acquired.

U District Station – All parcels have been acquired.

Northgate Station - Appraisal in progress for two parcels. FTA Request for Concurrence letter was received for one parcel. Negotiations continue for one parcel in partial condemnation.

Tunnel Easements : *UW Station to U District Station* - All parcels have been acquired except for two parcels are in condemnation. *Roosevelt Station to Northgate Station*– All required parcels have been acquired, except for two parcels are in condemnation.

Quality Assurance Activities

Activities

- N160: MRB dispositioned and approved one RFD to use ½ inch laminated glass with color or clear interlayer for windscreen glazing.

Issues

- Tunnel Segments: Precast yard was not meeting 2,500 psi spec requirement; NCR issued.
- Slurry Walls : Occurrences of rebar cage deformation during installation.
- TBM factory testing: research to determine parameters of applicability (new vs. refurbished TBMs).
- Jet Grout Surveillance Report ongoing.

Description	Mar 2014	Notes
No. of Audits Planned	1	N125 RE Audit
No. of Audits Completed	0	None
Reports in Progress	1	N160 90% Design Submittal
No. of Audits Postponed	1	N180 100% Design submittal

Environmental

- Finalizing agreements for wetland mitigation. Obtaining permit from WSDOT for settlement monitor and monitoring well installation.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Community Outreach

- Emailed monthly project update to about 2,800 subscribers.
- Distributed construction alerts for utility work, equipment installations, and overnight trailer delivery of the U District Station site.
- Continued developing outreach materials for stakeholder briefings in April.
- Hosted the Northgate Station 90% Design Open House and approximately 70 residents attended.
- Coordinated early notification process with Seattle Public Utilities for water connections on NE 42nd Street and Brooklyn Avenue NE.

Business Mitigation

- Met with buildings and business owners to discuss business mitigation signage at the U District Station site.
- Continued planning activities for the U District Street Fair and related events.
- Presented project information at the Roosevelt Neighborhood Association Meeting and construction update to the Thornton Creek Alliance.

Link Light Rail
Northgate Link Extension - Final Design

Final Design Overview

Sound Transit has executed two key contracts with professional services consultants for the Final Design of the Northgate Link Extension. Jacobs Associates (JA) is providing civil engineering and architectural final design services. LTK Engineering Services (LTK) is providing systems engineering final design services.

Final Design Activities

Contract Package N111 –*Advanced Electrical Utility Relocation at Northgate Station Vicinity*:

- Submitted additional 100% Utility Major Permit (UMP) drawings incorporating SCL review comments.

Contract Package N113 –*115kV Relocation at Northgate Sta.*

- Submission date for 60% design package pushed out to May 2014 to allow time for attending to ongoing actions arising from December outreach.
- Actions included assessment of potential alternative alignments, material types, and confirmation of associated cost estimates.

Contract Package N140 - *U District Sta. Civil and Finishes:*

- Design effort on hold (at 60%) pending ongoing GC/CM procurement.

Contract Package N150 - *Roosevelt Sta. Civil and Finishes*:

- Design effort on hold (at 60%) pending GC/CM mobilization and integration.
- Continued coordination with GC/CM.

Contract Package N160 - *Northgate Sta. and Aerial Guideway Civil and Finishes:*

- Continued development of design option for the Jurisdictional Ditch and the South Watercourse for ST and SPU review.
- Provided response and updates to 90% Outstanding Issues and 60% Comment responses.
- Continued to provide support to ST for parking garage scheme development and evaluation.
- Developed design alternatives for ST to review with City of Seattle LRRP.

Contract Package N165 – *Northgate Parking Garage (will be included in N160):*

- Developed KCM Garage options on three parcel locations and options for the Northgate Station Retail Plaza.
- Supported ST with appraisal documentation of the SPG parcels, and assessment of parking mitigation.

Contract Package N180 – *Trackwork*:

- Continued working on outstanding issues and reviewed information from U-Link 830.

Contract Package N830 – *Traction Electrification, Signals, and Communications:*

- Reviewed options for temporary power for N140 and N150 stations.
- Continued to update details and layout of equipment and conduits for the Northgate Station and guideway.
- Reviewed stray current collector and grounding system and their impact on bridge structures.

Final Design Schedule

The table below summarizes the current civil Final Design submittal schedule for each contract package.

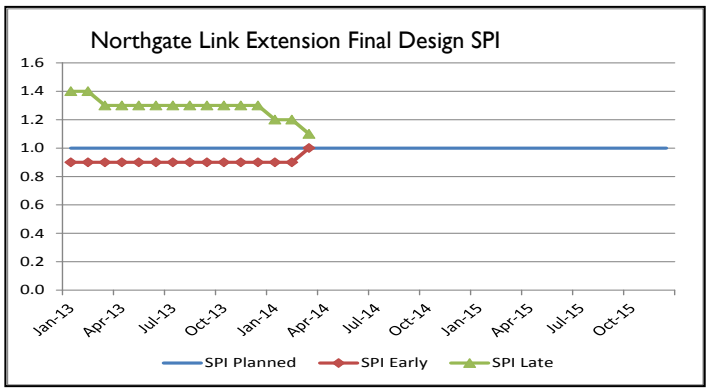
Work Packages	60%		90%		100% to ST	
	Plan	F/A*	Plan	F/A*	Plan	F/A*
N111 Advanced Utility Relocation – Northgate	12/21/2012	5/23/2013A	3/29/2013	10/15/2013A	7/12/2013	1/31/2014
N113 115kV Relocation at Northgate	10/29/2013	7/11/2014	3/27/2014	9/12/2014	6/19/2014	11/28/2014
N140 U District Station Finishes	12/24/2011	4/27/2012A	9/18/2012	7/17/2015	5/10/2013	4/7/2016
N150 Roosevelt Station Finishes	4/13/2012	2/27/2012A	1/28/2013	12/18/2014	10/23/2013	9/10/2015
N160 Northgate Sta. Civil/Finishes/Guideway	6/27/2012	10/5/2012A	4/17/2013	3/7/2014A	11/26/2013	10/14/2014
N180 Trackwork	8/23/2012	8/23/2012A	5/22/2013	4/8/2013A	8/26/2013	5/15/2014
N830 Traction Electrification, Signals, Communications	12/12/2012	12/20/2012A	4/10/2014	5/11/2015	12/9/2014	1/28/2016

F/A* = Forecast/Actual

Link Light Rail
Northgate Link Extension - Final Design

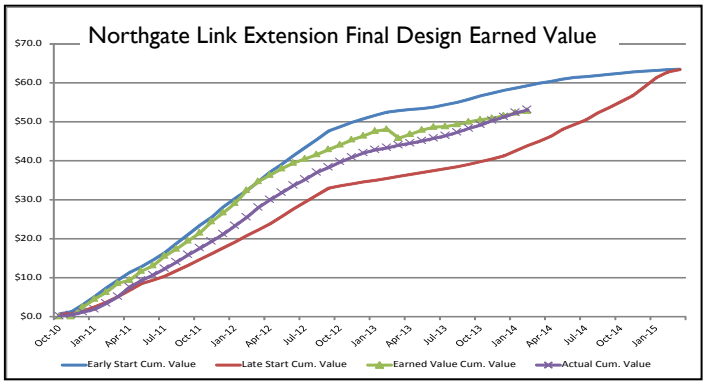
Final Design Schedule Performance

For Final Design activities only, the Schedule Performance Index (SPI) reported this period is 1.0 based on the early start dates. The Design Consultant is meeting all of their design deliverable milestones. Additionally, the late start SPI is 1.1. The design activities are meeting critical path dates.



Final Design Cost Performance

Through this period, the total amount spent for civil final design is $55.3M, which is approximately 63% of the total contract amount. For Final Design activities only, the total amount spent is $53.5M, which is approximately 84.3%. The Consultant reported 84.3% complete for final design activities, resulting in an Earned Value of $53.6M. The cumulative Cost Performance Index (CPI) is currently 1.0, which indicates expenditures are in line with planned cost (Earned Value). Based on the current CPI trend, final cost is expected to be within budget.



Performance	Previous Period	Current Period	Cumulative
Amount Invoiced	$53,044,468	$497,840	$53,542,308
% Spent	83.5%	0.8%	84.3%
Earned Value	$52,724,845	$829,003	$53,553.848
% Complete	83.0%	1.3%	84.3%
CPI	**1.0**	**1.7**	**1.0**

Other Key Final Design Activities

Geotechnical Investigation
- Submitted draft Geotechnical Data Report (GDR), and Geotechnical Considerations Report (GCR), for N160.

Surveying and ROW
- Updated ROW plans, parcel maps for SPG.

Permits
- Coordinated utility permit requirements for N111 and N113.
- Completed N111 100% final ROD Matrix.
- Continued development of N160 90% ROD Matrix.

Construction Noise Variances
- None to report this period.

Noise Mitigation for At Grade and Elevated Guideway
- None to report this period.

Ground Borne Noise and Vibration
- Continued with laboratory data analysis from 2014 tunnel and surface vibration measurements, evaluated local variations of vibration with position in tunnel, and prepared summary report, including controlled testing and fleet statistical analysis.

Construction Cost Estimating
- Continued preparation for N160 90% construction cost estimate.

Construction Schedules
- Prepared N160 90% construction schedule.

Quality Assurance
- Submitted final QA Audit Reports for N111 100% and N160 90% design packages.

Design and Project Integration
- Provided coordination and integration between all contracts in the Northgate area.
- Continued integration and coordination with Systems Consultant (LTK).

Major Construction Contract Packages

Construction of the Northgate Link Extension consists of eight major construction contract packages: seven civil packages and one combined systems package. Below is a brief scope description for each of these contract packages:

N110 Utility Relocation at Roosevelt Station Area - Relocation of electrical and communication facilities at the Roosevelt Station site. (Complete)

N112 U District and Roosevelt Station Site Preparation - Demolition of existing structures, grading and paving at the U District and Roosevelt Station sites. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area.

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations.

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station.

N150 Roosevelt Station Finishes– Civil and architectural finishes work for the Roosevelt Station.

N160 Northgate Station & Elevated Guideway - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track.

N165 Northgate Parking Garage (will be part of N160) - Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N830 Track Electrification, Signals, Communication System, and Track - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications and all Trackwork.

Construction Schedule Highlights

Last period, Sound Transit has undertaken to assign work previously defined as N111 to JCM, the N125 Contractor, thus, the N111 work will be reported on as part of the N125 Contract.

Over the last half-year Sound Transit has conducted an intensive investigation into more efficient and effective means to complete the work in the Northgate area. One of the determinations from this investigation has been to incorporate the Northgate Parking Garage (N165) into the N160 Contract. Accordingly the garage work will be reported on as part of N160. The table below shows the currently calculated dates of key milestones for each of the major contracts.

Package	Bid Advertisement	NTP	Substantial Completion
N110 – Utility Relo at Roosevelt Station	Dec 2012A	Mar 2013A	May 2013A
N112 – U District & Roosevelt Site Prep	Jan 2012A	Aug 2012 A	Aug 2013A
N113 - SCL 115kV Relocate	Jan 2015	Sep 2015	Apr 2016
N125 – TBM Tunnels	Jan 2013A	Sep 2013A	Jan 2018
N140 – U District Station Finishes	Oct 2013A (GC/CM Precon)	Feb 2018 (construction)	Sep 2020
N150 – Roosevelt Station Finishes	Apr 2013A (GC/CM Precon)	Dec 2016 (construction)	Jul 2019
N160 – Northgate Station & Guideway	Dec 2014	May 2016	Nov 2019
N180– Floating Slab & Trackwork	Jan 2016	Jun 2016	Aug 2019
N830 – Systems & Track	Dec 2015 (GC/CM Precon)	Jan 2018 (construction)	Oct 2020

A = Actual

Contract N125 – TBM Tunnels

Current Progress

The focus of work at the Maple Leaf Portal has been preparation for launch of the first TBM. Excavation and shoring have been primary activities. Other key work activities included installation of the construction power, setting up the man lock and mobilization of compressed air and grout plants. At the Roosevelt Station, the primary activities included slurry wall excavation and construction, jet grouting and utility relocation. At U District Station, work associated with utility relocation, TOD shafts, pile caps and wall construction continued.

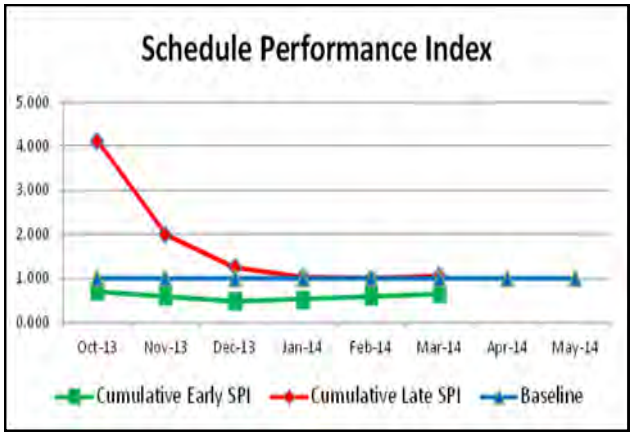
Schedule/Critical Path

The negative float calculated last month has improved to positive float for all milestones. The critical path continues to include excavation at Roosevelt station and mobilization for tunneling at Maple Leaf Portal. Tunneling of the south-bound tunnel, currently scheduled to begin in June 2014, will occupy the critical path until its completion, expected mid-year 2016. Cross Passage work will then assume the critical path through December 2016, after which Maple Leaf Portal construction will become critical through Contract completion in 1st QTR 2018.



Schedule Performance Index

The SPI continued to improve but at 0.66, it is still behind the early completion curve. The largest single driver is a sizeable lump sum price for TBM #3 which has yet to be earned, but is not schedule critical. Submittals and approvals are also a concern, as well as box excavation, instrumentation and construction walls at the Roosevelt and U District stations.



Link Light Rail
Northgate Link Extension - Construction

Key Activities

Current Period

- CSI continued casting two preproduction segment rings and began segment production - 11.31% have been produced.

Maple Leaf Portal (MLP)

- Completed excavation at the headwall area; installed Row-J soil nails & shotcrete.
- Completed installation of grout plant and began commissioning.
- Completed slab preparation of compressed air plant and surface medical lock.
- Continued pile installation for the muck conveyor system.

Roosevelt Site

- Continued excavation and installation of slurry wall panels (22 of 76 panels completed).
- Continued installation of station south jet grout columns (50 of 73 columns completed).
- Completed installation of 42" water main Pipes, welding, patching, & cathodic protection.

U District Site

- Continued 8" water line at NE 42nd St.
- Completed installation of rebar, form and concrete for the TOD shafts pile cap.
- Began installation of construction walls on TOD pile caps.

Next Period

- Continue casting production segment rings by CSI.
- Begin TBM#1 trailing gantry assembly.

Maple Leaf Portal (MLP)

- Complete mass excavation to final grade.
- Begin installation of overland conveyor.
- Continue sound wall installation.

Roosevelt Site

- Continue installation of south jet grout columns.
- Reactivate 42" water main.
- Continue installation of slurry walls.

U District Site

- Complete installation of NE 42nd St. 8" water main.
- Complete construction walls on the TOD shafts pile cap.
- Continue mobilizing secant pile drilling.
- Continue installation of ST office trailers including ramp and trailer services connections (no power).

Closely Monitored Issues

- The slurry wall production has slipped by a week due to the Hydromill breakdown and repair. JCM plans to perform slurry wall excavation on Saturdays to catch up on the lost time.

Cost Summary

Present Financial Status	Amount
N125Contractor - JCM Northlink	
Original Contract Value	$440,321,000
Change Order Value	$ 927,177
Current Contract Value	$441,248,177
Total Actual Cost (Incurred to date)	$62,398,630
Financial Percent Complete:	14%
Physical Percent Complete:	14%
Authorized Contingency	$22,016,050
Contingency Drawdown	$ (927,177)
Contingency Index	3.37



Installing form and rebar for the TOD shafts at the UDS site.

Link Light Rail
Lynnwood Link Extension

Scope

The Lynnwood Link Extension Project entails the identification and evaluation of transit alternatives between Northgate in the City of Seattle to Lynnwood in Snohomish County with service in the cities of Shoreline and Mountlake Terrace. Consistent with FTA New Starts requirements, the project has undergone an Alternative Analysis, completed in the 3rd QTR 2011 and Environmental Scoping, completed in the 4th QTR 2011. Development of the Conceptual Engineering and Draft EIS concluded in 2013. In November 2013, the Sound Transit Board identified the preferred route and station alternatives for the Final EIS.



Map of Lynnwood Link Extension route and station alternatives.

Key Project Activities

- Sound Transit Board identified preferred route and station alternatives in November 2013.
- Phase 3 (Final EIS and Preliminary Engineering) began in December 2013.
- Preparing for Final EIS completion in 1st QTR 2015.

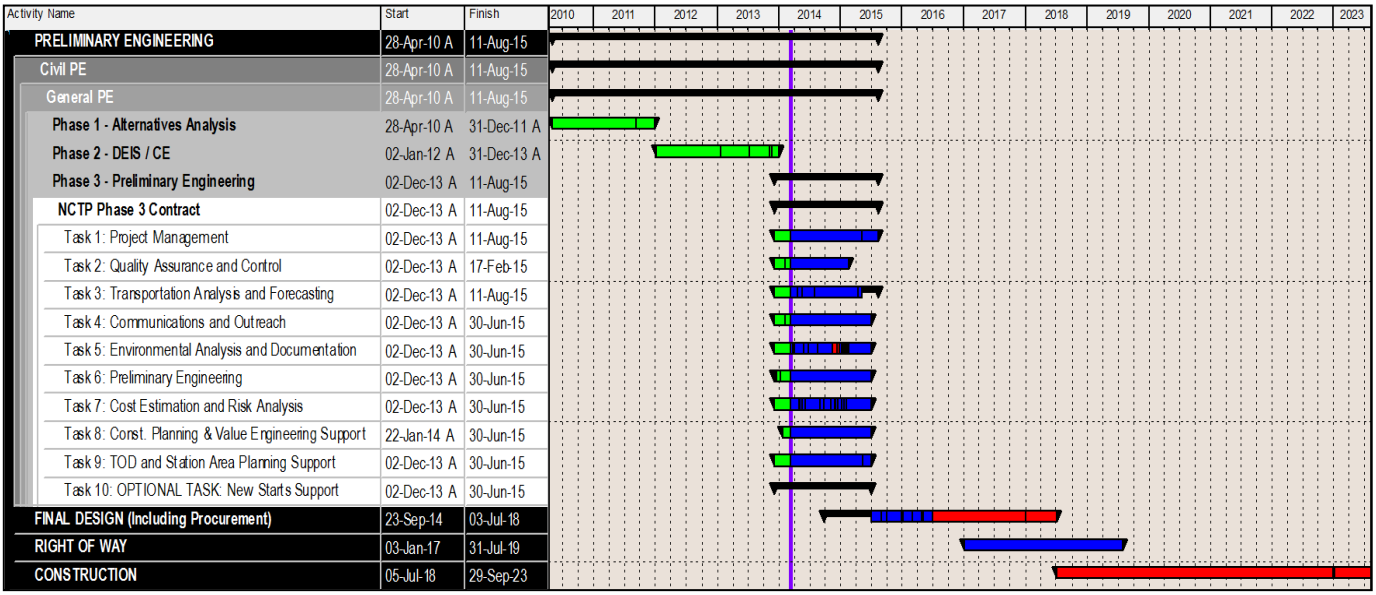
Project Cost Summary

The Lynnwood Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$10.7	$3.4	$3.5	$7.3	$10.7	$0.0
Preliminary Engineering	$44.3	$37.6	$19.9	$6.7	$44.3	$0.0
3rd Party Agreements	$1.0	$0.3	$0.1	$0.7	$1.0	$0.0
Right of Way	$1.1	$0.3	$0.1	$0.8	$1.1	$0.0
Total	**$57.1**	**$41.6**	**$23.7**	**$15.5**	**$57.1**	**$0.0**

Project Schedule

The Lynnwood Link Extension, environmental documentation and preliminary engineering is anticipated to be completed in 2015. The project schedule is presented below. Sound Transit will review the Phase 3 schedule next period.



Activity Name	Start	Finish
PRELIMINARY ENGINEERING	28-Apr-10 A	11-Aug-15
Civil PE	28-Apr-10 A	11-Aug-15
General PE	28-Apr-10 A	11-Aug-15
Phase 1 - Alternatives Analysis	28-Apr-10 A	31-Dec-11 A
Phase 2 - DEIS / CE	02-Jan-12 A	31-Dec-13 A
Phase 3 - Preliminary Engineering	02-Dec-13 A	11-Aug-15
NCTP Phase 3 Contract	02-Dec-13 A	11-Aug-15
Task 1: Project Management	02-Dec-13 A	11-Aug-15
Task 2: Quality Assurance and Control	02-Dec-13 A	17-Feb-15
Task 3: Transportation Analysis and Forecasting	02-Dec-13 A	11-Aug-15
Task 4: Communications and Outreach	02-Dec-13 A	30-Jun-15
Task 5: Environmental Analysis and Documentation	02-Dec-13 A	30-Jun-15
Task 6: Preliminary Engineering	02-Dec-13 A	30-Jun-15
Task 7: Cost Estimation and Risk Analysis	02-Dec-13 A	30-Jun-15
Task 8: Const. Planning & Value Engineering Support	22-Jan-14 A	30-Jun-15
Task 9: TOD and Station Area Planning Support	02-Dec-13 A	30-Jun-15
Task 10: OPTIONAL TASK: New Starts Support	02-Dec-13 A	30-Jun-15
FINAL DESIGN (Including Procurement)	23-Sep-14	03-Jul-18
RIGHT OF WAY	03-Jan-17	31-Jul-19
CONSTRUCTION	05-Jul-18	29-Sep-23

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Environmental

- Preparing Final EIS for publication in early 2015.

Community Outreach

- Property Owner Notification– additional work on the preferred alternative has generated the potential for additional properties to be impacted near the proposed station at 229th St. SW in Mountlake terrace. Letters were sent out end of March with requests for meetings; staff to follow– up.
- Staff continued making courtesy calls to residents 24 hours in advance of field staff working on private property. Special conditions or request were noted and passed on to consultants.
- Geotech boring activity is expected to start soon and neighborhood notices are being prepared.
- Provided a briefing and project update to the Shoreline Fire Department Fire Chief.
- Provided a briefing to the Thornton Creek Alliance on environmental aspects and potential impacts to Thornton Creek related to the Lynnwood Link and Northgate Link Extensions.

Link Light Rail
Lynnwood Link Extension– PE & Final EIS

Phase 3 Preliminary Engineering and Final EIS

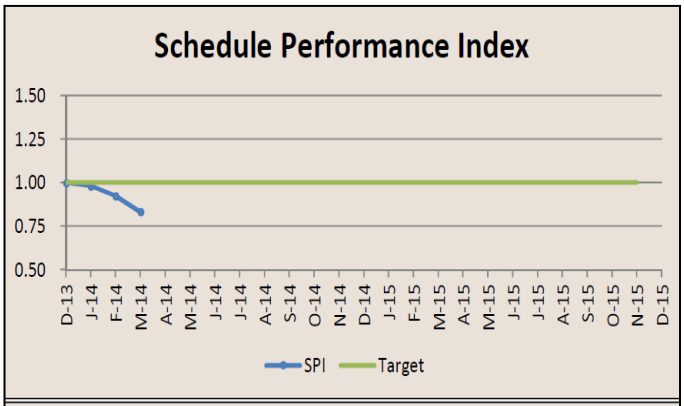
Sound Transit executed a contract amendment for Phase 3, Preliminary Engineering and Final EIS for Lynnwood Link, in December 2013.

Phase 3 Key Activities

- Released a visual simulation of the preferred alternative.
- Continued work on modeling, methodologies, and technical documentation.
- Conducted internal kickoff meeting for the Final EIS.
- Continued environmental field work and engineering of preferred alternative.
- Began development of the work program to obtain FTA New Starts Engineering authority.

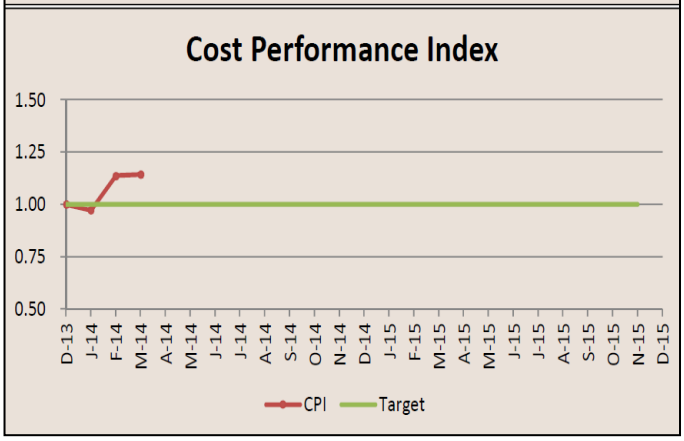
Phase 3 Schedule Performance

The cumulative Schedule Performance Index (SPI) is 0.83 through March 2014, indicating less work performed to date than originally planned. Early transportation analysis and Final EIS work planned for 1st QTR 20014 was delayed into 2nd QTR 2014 to allow focus on completing critical path engineering work. Overall, Phase 3 remains on schedule. The anticipated Phase 3 completion is August 2015.



Phase 3 Cost Performance

$19.4 M of the total contract amount, approximately 53%, has been spent through March 2014. Phase 3 expenditures through Mar. totaled $2.9 M, approximately 15% of the Phase 3 contract total. The Phase 3 percent complete reported at the end of Mar. is 17%, with an earned value of $3.4 M. The cumulative Cost Performance Index (CPI) through Mar. is 1.14, indicating costs are lower than the budget planned for work accomplished. Based on the current trend, the Phase 3 cost is expected to be within budget.



Phase 3 Performance	Previous Period	Current Period	Cumulative To-date
Amount Invoiced	$1,890,535	$1,050,991	$2,941,526
% Spent	9%	6%	15%
Earned Value	$2,149,624	$1,214,395	$3,364,019
% Complete	11%	6%	17%
SPI	**0.93**	**0.71**	**0.83**
CPI	**1.14**	**1.16**	**1.14**

This page left intentionally blank.

Link Light Rail
East Link Extension



Map of East Link Extension.

Scope

Limits:	Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment:	East Link extends light rail 14 miles to East King County from Downtown Seattle serving Mercer Island via I-90, Bellevue and the Overlake area of Redmond, with ten new light rail stations. The alignment configuration includes at-grade, elevated, bridges, new and retrofitted tunnels.
Stations:	Rainier Ave/I-90, Mercer Island, South Bellevue, East Main, Bellevue Transit Center, Hospital, 120th, 130th, Overlake Village and the Overlake Transit Center.
Systems:	Signals, traction power, and communications (SCADA).
Budget:	$798.3 Million Lifetime Budget through the Final Design Phase.
Phase:	Final Design
Construction Starts:	2016
Service:	2023

Key Project Activities

Seattle to South Bellevue

- *IDS Turnback Track*: Track Alignment and profile deviations have been summarized; a 3d Model of the IDS area and a field investigation to identify potential conflicts is being conducted.
- *Stations*: Rainier Ave./I-90 and Mercer Island- Design plans advancing to 60%.
- *Utilities*: Discussions underway with SCL and PSE regarding electric power supply and routes. An option is being evaluated by Sound Transit for the power supply to the Lakeside Ave. TPSS in Seattle through the WSDOT facility and tunnel.
- *Fixed Structures*: Level 2 Analyses for the East and West Approaches to be completed in the second quarter. A memo with regard to base isolation for the East Channel Bridge was completed in February. Re-analysis to start in April due to changed configuration of the track on the D-2 and Rainier Avenue Bridge.
- *Track Attachment*: Under review: Basis of Design, Test Program at UW, & Design Report for the Block and Attachment System; Base Slab Design for testing. A weight and balance analysis is being prepared.

Key Project Activities

Seattle to South Bellevue, continued

- *Independent Review Team (IRT) Issues:* Meetings continue with WSDOT to advance various IRT issues.
- *Floating Bridge:* A study with regard to temperature ranges and winter storm was submitted in March. A presentation of criteria impacted by the studies was prepared and presented to WSDOT on March 28.
- *Tunnels*: A letter of Concurrence has been signed by the Fire Departments in Seattle and Mercer Island, regarding Fire, Life, and Safety Retrofits
- *D2:* Seismic Analysis and Recommendations presented to WSDOT.

Bellevue-Redmond

- Met with Microsoft to discuss refinements to Overlake Transit Center (OTC) Pedestrian bridge design.
- Continued civil design coordination with Redmond staff.
- Participated in briefing on the Metro non-motorized access study at OTC.
- Hosted 60% Final Design open house for the South Bellevue segment of East Link. About 100 attendees participated in conversations with ST and Bellevue Staff as well as members of Bellevue's Citizens Advisory Committee. Continued preparations for upcoming Downtown to Spring District Open Houses.
- The parcel maps for E-335 are ready for appraisal beginning April 2014; refining parcel exhibits for E320, E330 & E340.
- Continued working with Bellevue on scope concurrence and interface issues; briefed the Bellevue Downtown Association and Chamber on the Bellevue Transit Center Station 60% design.
- Posted the East Link animation video for the Sound Transit website and Facebook.
- Evaluating VE Study recommendations for E320, E330, E340, and E335.
- Briefed Bellevue City Council on status of property acquisitions.

Project Cost Summary

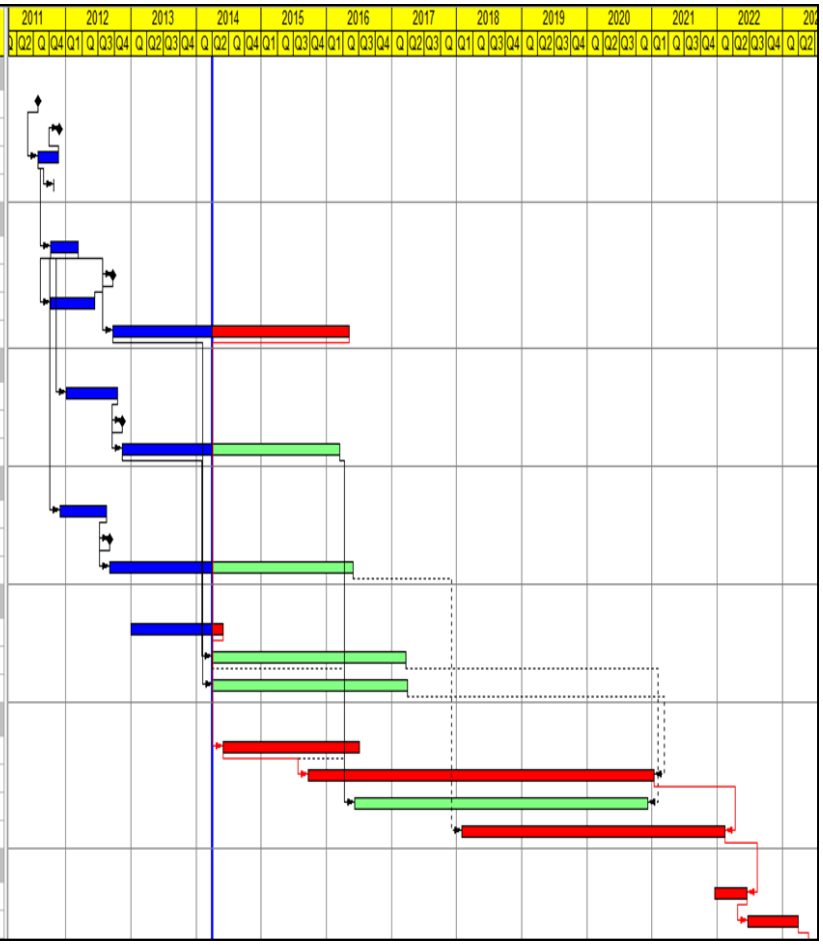
The following table summarizes the cost information for the East Link Extension. Lifetime Budget reflects the project budget adopted by Sound Transit Board, which includes budget through the Final Design Phase.

	Lifetime Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget vs. EFC
Administration	$68.1	$23.3	$24.0	$44.8	$68.1	$0.0
Preliminary Engineering	$56.6	$54.3	$53.6	$2.3	$56.6	$0.0
Final Design	$232.6	$149.0	$85.9	$83.6	$232.6	$0.0
Construction Services	$11.0	$0.0	$0.0	$11.0	$11.0	$0.0
3rd Party Agreements	$40.6	$5.1	$2.3	$35.5	$40.6	$0.0
Construction	$24.0	$0.0	$0.0	$24.0	$24.0	$0.0
Right-of-way	$365.4	$26.1	$21.1	$339.3	$365.4	$0.0
Total	**$798.3**	**$257.7**	**$186.9**	**$540.6**	**$798.3**	**$0.0**

Project Schedule

The East Link Extension is in Final Design. Revenue Service to the Overlake Transit Center is forecast for 2023. Contract packaging and sequencing of construction continues to be reviewed and updated. E335 GC/CM and Bellevue Segment CMC Contracts are in procurement. Initiation of the E360 Design –Build contract procurement is planned for 2014.

Activity Name	Start	Finish
Preliminary Engineering		
ST Adopt Preferred Alternative		28-Jul-11 A
Record of Decision (ROD)		23-Nov-11 A
Submit for ROD	28-Jul-11 A	23-Nov-11 A
ST Board - Phase Gate Approval	27-Oct-11 A	27-Oct-11 A
Final Design - S. Bellevue to Overlake Transit Center		
Package 1 (S. Bellevue to OTC) - ST Procurement of Final Design	06-Oct-11 A	12-Mar-12 A
Package 1 (S. Bellevue to OTC) - NTP for Final Design Contract	20-Sep-12 A	
Package 1 (S. Bellevue to OTC) - Early Work	06-Oct-11 A	12-Jun-12 A
Package 1 (S. Bellevue to OTC) - Final Design	20-Sep-12 A	06-May-16
Final Design - Seattle to S. Bellevue		
Package 2 (Seattle to S. Bellevue) - ST Procurement of Final Design	06-Jan-12 A	17-Oct-12 A
Package 2 (Seattle to S. Bellevue) - NTP for Final Design Contract	13-Nov-12 A	
Package 2 (Seattle to S. Bellevue) - Final Design	13-Nov-12 A	16-Mar-16
Final Design - Systems, Corridor-wide		
Package 3 (Systems) - ST Procurement of Final Design	01-Dec-11 A	17-Aug-12 A
Package 3 (Systems) - NTP for Final Design Contract	04-Sep-12 A	
Package 3 (Systems & Corridor-wide) - Final Design	04-Sep-12 A	31-May-16
Right of Way		
Early Work Right of Way Acquisitions	01-Jan-13 A	02-Jun-14
Right of Way Acquisitions: Seattle to S. Bellevue (thru Condemnations)	31-Mar-14	24-Mar-17
Right of Way Acquisitions: S. Bellevue to OTC (thru Condemnations)	03-Apr-14	29-Mar-17
Construction		
Procurements for Civil Construction	03-Jun-14	04-Jul-16
Civil Construction: S. Bellevue to OTC	22-Sep-15	11-Jan-21
Civil Construction: Seattle to S. Bellevue	09-Jun-16	07-Dec-20
Systems Construction	29-Jan-18	11-Feb-22
Final Acceptance, Alignment Testing, Startup		
Startup, Testing, and Pre-Revenue Service	16-Dec-21	17-Jun-22
Project Revenue Service Window	20-Jun-22	31-Mar-23



Right of Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions will result in owner and tenant residential and commercial relocations. The East Link Extension included the advance acquisition of approximately one mile of an existing railroad parcel ("Bellevue Mile") that the Sound Transit Board approved in June 2011. The right-of-way program status for this period is summarized in the following table. Market value trends in both residential and commercial properties are exhibiting strong upward pressure. Appraisals are being adjusted to reflect this increasing trend in the market. The overall impact on the Right-of-Way budget is being closely monitored.

East Link Extension Property Acquisition Status

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settlements	Possession and Use	Closings to date	Baseline Relocations Required	Relocations Completed
Seattle to S. Belevue	1	0	0	0	0	0	0	0
S. Bellevue to OTC	177	56	5	0	0	11	97	13
Bellevue Mile	1	1	1	0	0	1	0	0
Total	**179**	**49**	**6**	**0**	**0**	**12**	**97**	**13**

Seattle to S. Bellevue

E130 I-90 - I-90 Airspace Lease signed April 2012.

S. Bellevue to OTC parcels

E320 S. Bellevue– consists of one WSDOT parcel, four Bellfield parcels, 13 single family dwellings, nine City of Bellevue parcels and 17 additional parcels.

E330– Downtown Bellevue Tunnel—consists of five single family dwellings, and six parcels on Main Street.

E335 Downtown Bellevue to Spring District – All 41 offers for condominium properties have been made and 11 closed.

E340 Bel-Red – Continued the appraisal process on completed parcel maps, focusing on full acquisitions and acquisitions with several relocations. 36 parcels in design phase and Sound Transit are receiving and reviewing updated title reports.

E360 SR 520 to OTC – Began the appraisal process for nine parcels and continued work on WSDOT Airspace Lease process.

Bellevue Mile- formerly BNSF railroad right-of-way parcel purchased from the Port of Seattle.

Quality Assurance Activities

Activities

- MRB dispositioned and approved two (2) RFDs: one for use of VRLA UPS for at-grade stations East Main and 130th instead of NiCd UPS; and one to allow up to a 5% overstress in seismic design of the aerial guideway columns and shafts (E340).

Issues

- E320: Design issues: Geotechnical and Structural design coordination needs improvement; and adherence to Sound Transit CAD standards needs improvement.
- E340: Design Quality Training scheduled as part of CA from Delcan 60% Audit Findings.

Summary

Description	Mar 2014	Notes
No. of Audits Planned	5	E335 60% Design submittal, E360 (Overlake Village, OTC), E110 60%, E120 60%, 130 60% (Rainier)
No. of Audits Completed	2	E330 60%, E320 60% (from previous month)
Reports in Progress	0	None
No. of Audits Postponed	3	E110 60%, E120 60%, E130 60% (Rainier)

Link Light Rail
East Link Extension

Environmental

- Developing environmental permit application packages.
- Preconstruction archaeological investigations are underway.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction

I-90

- I-90 Construction management Services Request for Qualification (RFQ) in development.

Bellevue-Redmond

- Bellevue Segment Construction Management Services (for preconstruction services), procurement in progress.
- E335 GC/CM procurement in progress.
- E360 Design Build Project Management Services RFQ in development.

Community Outreach

- Held a Downtown Segment Open House and was attended by more than 100 people. Published an E-newsletter recapping the meetings with links to meeting materials and also included online comment forms.
- Continued field work notification and coordination in South Bellevue for landscape archaeological explorations and site surveys.
- Sent out E-newsletter to approximately 5,600 subscribers.
- Mailed notification for the SR 520 Segment East Link Master Plan Development Open House to approximately 1,200 stakeholders adjacent to the project.
- Participated in various meetings/briefings with City of Bellevue businesses, communities and property owners.



The Downtown Segment Open House at the Bellevue City Hall.

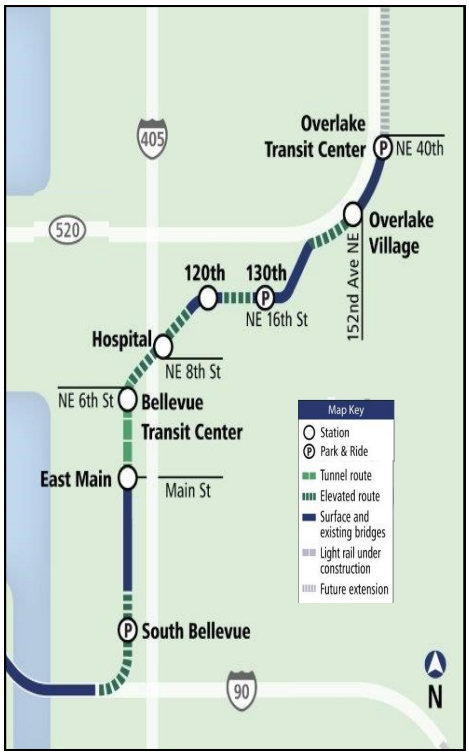
Link Light Rail
East Link Extension Final Design - S. Bellevue to OTC

Final Design Scope

Final Design for the East Link Extension includes three major design contracts: two for civil improvements and one for systems improvements. This contract is for civil and architectural design services from South Bellevue to the Overlake Transit Center (OTC). The contract was awarded to H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald.

The scope of H-J-H services includes detailed designs of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigations, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach.

The design is being grouped into five Contract Packages: (1) E320 South Bellevue; (2) E330 Downtown Bellevue Tunnel; (3) E335 Downtown Bellevue to Spring District; (4) E340 Bel-Red, and (5) E360 SR-520 to OTC.



Map of South Bellevue to the Overlake Transit Center in Redmond.

Final Design Key Activities

E320 So. Bellevue

- Continued to advance design plans and specifications toward 90% in all disciplines, including So. Bellevue Station and Parking Garage, roadway design, utilities, aerial guideway and long span, etc.
- Began evaluating Maintenance of Traffic (MOT) options for utility work in Bellevue Way SE, and construction of long span aerial guideway structure over westbound I-90 mainline.

E330 Downtown Bellevue/E335 Downtown Bellevue to Spring District

- Conducted traffic/MOT support for assessment of soil replacement options in 110th Ave NE.
- Advanced drawings and incorporated 60% design and internal review comments to be ready for 90% interdisciplinary review.
- Developed an approach to addressing the E330/E335 construction interface related to instrumentation and monitoring of the SEM.

E335 Downtown Bellevue to Spring District

- Continued to hold the stations design until GC/CM Contractoris on board.
- Continued coordination of wall design with the City of Bellevue at 120th Avenue Bridge.
- Provided support for assessment of long-span guideway work over I-405.

E340 Bel-Red

- Closed all of the 60% review comments.
- Continued to advance design plans and specifications toward 90% in all disciplines, including 130th Station, roadway design, utilities, aerial guideway and long span, landscaping and irrigation.
- Continued to coordinate relocation with impacted utilities including identification of easements required.

E360 SR 520 to OTC

- Provided initial response to review comments on Draft Project Requirements.
- Held coordination meeting with Redmond Drainage and Utilities to present draft submittal drainage concept and coordinate Overlake Village Station Infiltration Facility constraints.

Link Light Rail
East Link Extension Final Design - S. Bellevue to OTC

Final Design Schedule

The table below shows the design submittal dates for each of the contract.

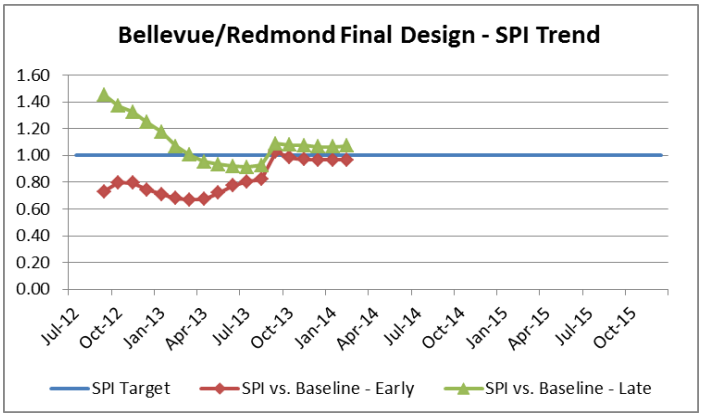
Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual
E320 So. Bellevue	12/06/2013	12/06/2013	6/27/2014	8/27/2014	11/26/2014	1/05/2015	3/06/2015	4/09/2015
E330 Downtown Bellevue Tunnel	11/18/2013	11/18/2013	6/02/2014	6/02/2014	10/20/2014	10/20/2014	1/26/2015	1/26/2015
E335 Downtown Bellevue to Spring District	12/20/2013	12/20/2013	9/19/2014	10/31/2014	2/06/2015	3/23/2015	5/15/2015	6/29/2015
E340 Bel-Red	7/15/2013	7/15/2013	4/04/2014	6/06/2014	8/22/2014	10/24/2014	11/26/2014	2/02/2015

	Draft RFP Submittal		Final RFP Submittal	
	Baseline*	Forecast/ Actual	Baseline*	Forecast/ Actual
E360 SR-520 to Overlake Transit Center	3/14/2014	3/14/2014	7/15/2014	7/15/2014

**Baseline schedule dates revised to reflect final contract packaging and construction delivery methods.*

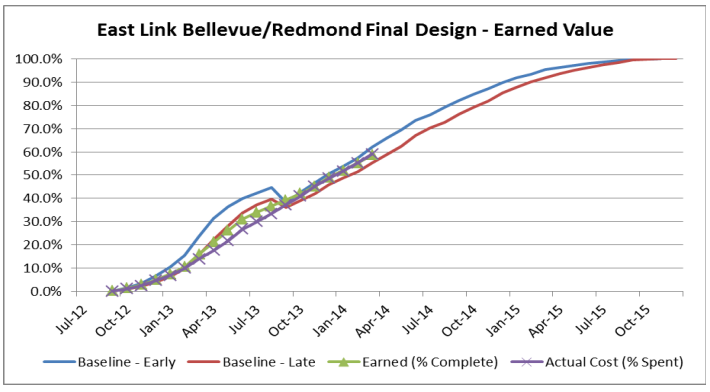
Final Design Schedule Performance

Excluding Other Direct Expenses, Profits and DSDC, the Schedule Performance Index (SPI) reported this period is at 0.94 when measuring against the Early Schedule Baseline, and 1.06 when measuring against the Late Schedule Baseline. E335 design progress is still on-hold until the GC/CM contractor is onboard. In March 2014, Sound Transit made a decision to cancel E335 GC/CM procurement, and will re-advertise. Thus, 90% and follow-on submittals milestones for E335 have slipped. E320 and E340 90% and follow-on submittals milestones for E335 have slipped due to additional design works needed in the areas of ROW, traffic engineering, and private utility design. Overall schedule impact is being evaluated.

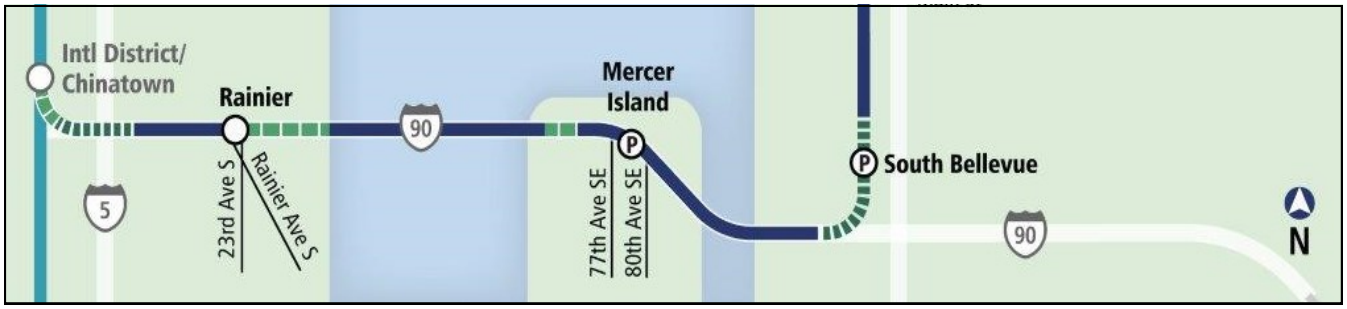


Final Design Cost Performance

Labor cost (for Phase 2 Final Design) to-date is $43.9 million, or 59.1% of the budget. Progress earned through the same period is approximately 58.6% or $43.5 million of earned value. This yields a cumulative Cost Performance Index (CPI) of approximately 1.0, which indicates on-budget cost efficiency. However, there are upward cost pressures in several areas due to refinements to the design and potentially extension of the contract time. Estimate At Completion (EAC) based on EV data, which does not account for potential change orders, is approximately equal to current budget. However, taking into account potential change orders and risks, the EAC is approximately $4+ million (or 5%) over original contract budget. It is anticipated that some allocated and unallocated contingency may be utilized to augment this impact. Current estimate at completion for the overall East Link Extension remains within the current adopted budget.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	$40,947,121	$2,933,774	$43,880,895
% Spent	55.1%	3.9%	59.0%
Earned Value	$41,020,492	$2,473,762	$43,494,254
% Complete	55.2%	3.2%	58.4%
CPI	1.0	0.8	1.0



Map of International District Station to South Bellevue.

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This Contract is for the civil and architectural design services from International District Station (IDS) to South Bellevue. The contract was awarded to Parsons Brinkerhoff, Inc. (PB).

The scope of the services includes detailed design of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigation, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach support.

The project in this segment has been grouped into three Contract Packages: (1) E110 Rail Connection and Upgrades at IDS, (2) E120 Seismic Retrofits of WSDOT Structures, (3) E130 I-90 Civil/Architectural, which also includes the two at-grade stations, and Electrical/Mechanical Upgrades to existing Tunnels.

Final Design Key Activities

- The Track alignment and profile were finalized. A 3D Model of the IDS area and a field investigation to identify potential conflicts is being conducted.
- *Mercer Island Station*: Design progresses to 60% (ongoing).
- *Rainier Avenue Station:* Met with the LRRP to discuss east entrance at 23rd Ave. Continued the Street Improvement Permitting process with the City of Seattle.
- *Tunnels*: A letter of Concurrence with regard to the Tunnel ventilation has been signed by the Seattle and Mercer Island Fire Departments. The power sharing concept has been accepted by ST and WSDOT.
- *Floating Bridge*: A study with regard to temperature ranges and winter storm was submitted in March. The criteria impacted by the studies was presented to WSDOT on March 28.
- *Fixed Spans:* The Level 2 Analyses for the East and West Approaches is to be completed first week of April. Re-analysis is to start in April due to changed configuration of the track on the D2 and Rainier Avenue Bridge.
- A report on the ground penetrating radar and concrete core sampling results has been prepared and submitted to WSDOT. The track profile on the floating bridge has been finalized, and the track attachment design for the plinths on the floating bridge is continuing based on this information.

Track Bridge

- Full scale vehicle testing in Pueblo, CO has been completed.
- Late Spring final testing of stray current will be conducted in Pueblo, CO.
- Slight boring modifications will also be tested when additional stray current testing is done.
- Final report of Phase 2 of the Track Bridge is expected late Summer 2014.

Link Light Rail
East Link Extension Final Design - Seattle to S. Bellevue

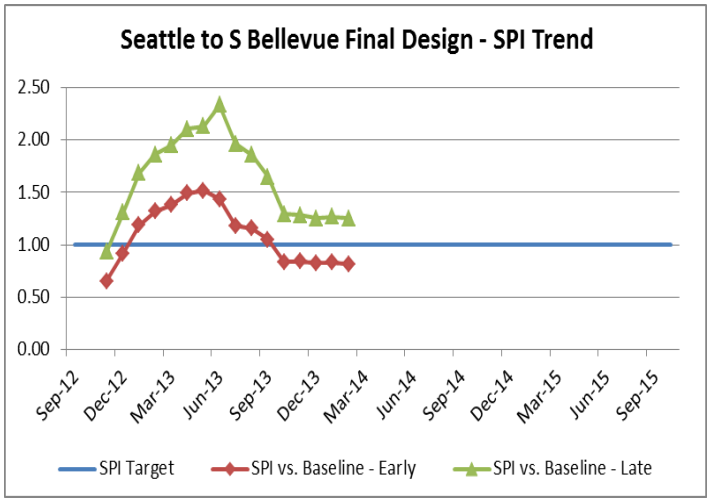
SOUNDTRANSIT

Final Design Schedule

Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E110 - Rail connection & IDS upgrades	12/6/2013	7/3/2014	10/9/2014	2/3/2015	2/13/2015	5/26/2015	4/28/2015	8/20/2015
E120 - Seismic Retrofits	11/1/2013	8/12/2014	1/15/2015	2/3/2015	3/20/2015	6/8/2015	4/28/2015	11/9/2015
E130 – I-90 Civil/Arch./ Elect. & Mech. Upgrades	4/4/2014	7/11/2014	12/17/2014	5/15/2015	3/25/2015	12/4/2015	4/29/2015	3/17/2016

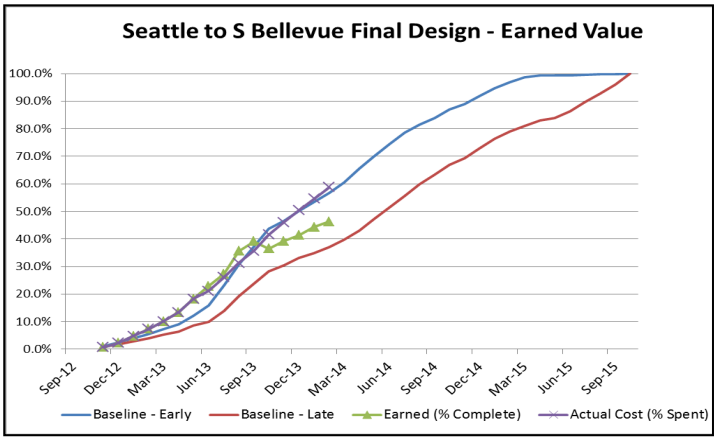
Final Design Schedule Performance

The Schedule Performance Index (SPI) reported for the March 2014 period is at 0.82 when measuring against the Early Schedule Baseline, and 1.27 when measuring against the Late Schedule Baseline. SPI indices continue to remain relatively constant over the last four periods. Completion of the E120 60% Design milestone continued to slip due to design concurrences from Third Parties. Impact to the overall design schedule is anticipated and is being monitored closely.



Final Design Cost Performance

Excluding professional fee, labor cost for Final Design through March 2014 is $15.2 million, or 57.6% of the budget. Progress earned through the same period is approximately 46.3% or $12.3 million of earned value. This yields a cumulative Cost Performance Index (CPI) of approximately 0.80, which indicates less than desirable cost efficiency. The current budget includes executed change orders; however, additional upward cost pressure in several areas due in part to the addition of a pocket track on the D2 roadway, track attachment decision, design concurrences from WSDOT, and design changes to Rainier Station causing re-work and potential extension of the contract time. Therefore, Estimate at Completion (EAC) is over the current budget. The consultant has engaged Sound Transit in discussions on scope/ budget realignment that includes these items. Ongoing review continues to ensure project completion in a cost-effective and successful manner.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced (not include Prof. Fee)	$14,172,682	$1,074,419	$15,247,101
% Spent	53.6%	4.1%	57.6%
Earned Value	$11,723,048	$529,025	$12,252,073
% Complete	44.3%	2.0%	46.3%
CPI	**0.83**	**0.49**	**0.80**

Link Light Rail
East Link Extension Final Design - Systems

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This contract is for the systems design services for the entire alignment. The contract was awarded to LTK Engineering Services, Inc. The scope of the services include detailed design of the corridor, preparations of comprehensive construction contract documents, 3rd party coordination, cost estimating, scheduling, and bid support.

Final Design Key Activities

- Coordinating utility design for LRT facilities with PSE for the E360 design build project requirements.
- Team presented the Systems Design Progress Review to Sound Transit.
- Provided draft input to the Request For Proposal of specifications and drawings for the E360 Design Build contract.
- Provided Systems input to the International District work phasing plan.
- Held a stray current and corrosion control seminar for ST and WSDOT staff.
- Sponsored WSDOT workshop to review the basis of design report for the I-90 floating bridge. Obtained general concurrence with track isolation, monitoring and impressed current systems.
- Issued draft Northgate Link/East Link Systems construction contract combination implementation plan.

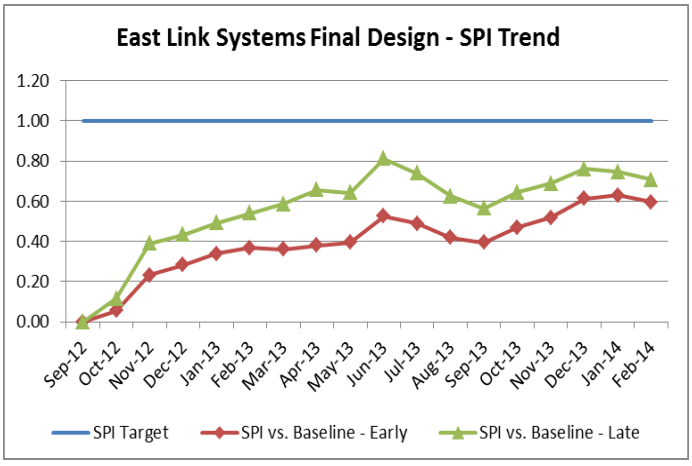
Final Design Schedule

Though IFB submittal is showing six months behind schedule but there is no impact to the overall schedule.

	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E750– LRT Systems	5/16/2014	9/25/2014	2/2/2015	7/8/2015	8/20/2015	1/28/16	10/21/2015	4/22/2016

Final Design Schedule Performance

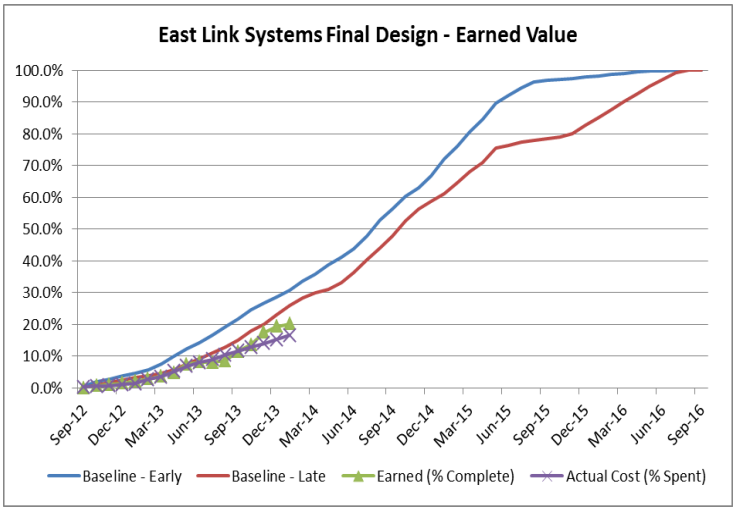
During the month of February 2014, the Early SPI was 0.60 and Late SPI was 0.71 which indicated that the contract was behind schedule. Revisions to the civil design schedules resulted in a delay to the systems deliverables.



Link Light Rail
East Link Extension Final Design - Systems

Final Design Cost Performance

Through the end of February 2014 the project is approximately 20.1% complete resulting in an Earned Value of $3.51M and a CPI of 1.22. If the CPI remains high for the remaining of contract, current Estimate at Completion (EAC) would be below the current contract budget. However, due to fluctuation in the CPI as illustrated in the trend chart below, EAC is approximately $19M, which is approximately equal to the current budget.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	$2,655,242	$224,145	$2,879,387
% Spent	15.2%	1.3%	16.5%
Earned Value	$3,373,057	$134,983	$3,508,040
% Complete	19.4%	0.7%	20.1%
CPI	**1.3**	**0.6**	**1.2**

This page left intentionally blank.

Link Light Rail
S. 200th Link Extension

Scope

Limits: South 200th Link Extension consists of 1.6-mile extension of light rail from the SeaTac/Airport Station to South 200th Street.

Alignment: The extension continues in an aerial configuration heading south of the existing SeaTac/Airport Station, east of Air Cargo Road across South 188th Street, and continuing south along the east side of 28th Avenue South to the elevated Angle Lake Station located at South 200th Street. A passenger pickup/drop-off area, bus transfer, plaza, and a minimum 700-space structured park and ride facility will be located at Angle Lake Station. Up to 400 additional spaces may be developed for interim parking while Angle Lake Station is the interim southern terminus of the Link system. Guideway/Station and Parking Garage/Plaza are being delivered under a Design Build contract.

Station: Angle Lake Station is located at South 200th Street.

Systems: Signals, track electrification, and SCADA communications

Budget: $383.2 Million

Service: September 2016

Phase: Final Design and Construction



Map of S. 200th Link Extension.

Key Project Activities

- *Design Build Guideway and Station (S440):* Returned comments for 100% Station design to DB Contractor, Gantry truss certified and operations commenced for hanging segments. Continued assembling rebar for columns and hammerheads; continue precast segment production at casting yard.
- *Design Build Parking Garage (S445):* Design Build contract executed with Harbor Pacific-Graham (HPG) and issued NTP on March 14; held design coordination meeting with DB Contractor. Continued coordination meeting with PSE regarding garage interface with Sweptwing substation.
- *Roadway Improvements (S447):* Final Design consultant continues to progress with roadwork design incorporating 60% review comments and revised 60% cost estimate submitted for review by Sound Transit.
- *Military Road/South 200th Intersection (S446):* Final Design consultant preparing geotechnical report; continued preparation of channelization plans for WSDOT review; EPA, WSDOT, ST agreed to use air quality modeling analysis for usage in environmental documentation.

Closely Monitored Issues

- Schedule concerns: Delay of Station 100% design submittal by DB Contractor (not on critical path); span erection due to slippage of variable depth segment production and protracted truss set-up time are on the critical path.
- Casting yard concrete segment quality continued to make progress and still being closely monitored.

Closely Monitored Issues, continued

- Sound Transit denied entitlement of a change order to DB Contractor for their designers to review construction shop drawings and submittals. This issue is at an impasse and DB Contractor is having further discussions with HDR (designer).
- Sound Transit needs timely resolution of PSE ROW issue to support S445 schedule. ST Legal, ROW, and Real Estate are providing support to meet schedule, however work by ROW has slipped and will delay transmission of revised documents to PSE for review.
- Interface contract lines will be analyzed and revised to accommodate S445 design and start of construction, and S440 station construction. Discussions continue regarding possible early site (triangle) turnover from S440 to S445 on August 1, 2014.

Project Cost Summary

The S. 200th Link Extension project cost is summarized in two cost tables. The first table in in accordance with Sound Transit's Work Breakdown Structure (WBS), and in the second table, cost is summarize in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions).

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	$16.1	$15.9	$7.3	$7.6	$15.9	$0.0
PRELIMINARY ENGINEERING	$5.9	$5.7	$5.7	$5.7	$5.7	$0.0
FINAL DESIGN	$20.0	$9.9	$8.4	$6.3	$9.9	$0.0
CONSTRUCTION SERVICES	$15.1	$17.3	$15.0	$3.6	$17.3	$0.0
3rd PARTY AGREEMENTS	$6.9	$7.1	$5.6	$2.0	$7.1	$0.0
CONSTRUCTION	$275.7	$283.8	$181.4	$74.7	$283.8	$0.0
VEHICLES	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$43.5	$43.5	$40.2	$35.2	$43.5	$0.0
Capital Total	**$383.2**	**$383.2**	**$263.6**	**$135.2**	**$383.2**	**$0.0**
FINANCE COST	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Project Total	**$383.2**	**$383.2**	**$263.6**	**$135.2**	**$383.2**	**$0.0**

The Estimated Final Cost (EFC) for March is equal to the project budget of $383.2M, which is also consistent with the baseline budget. This period incurred cost increased approximately $5.5M, of this $3.7M was for construction activities for the design build guideway & station contract (S440) and $0.9M was for design build parking garage mobilization & design activity, $300K was for right-of-way, and $300K for construction services. The remaining expenditures were for third party coordination, civil final design and administrative charges.

Project Cost Summary, continued

The EFC grouped by SCC remains consistent with the Adopted Budget, with the exception of a $2.5M variance between the construction SCC items (10-50) and unallocated contingency (90). The variance addressed a budget shortfall for contract package S445 - Design Build Parking Garage approved by ST Board in February 2014.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	$144.8	$134.0	$98.4	$35.2	$140.0	-$6.0
20 Stations	$46.4	$48.9	$12.4	$5.3	$44.7	$4.2
30 Support Facilities: Yards, Shops	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$34.6	$49.6	$36.9	$13.9	$50.2	-$0.7
50 Systems	$30.8	$20.1	$18.5	$6.6	$20.1	$0.0
Construction Subtotal (SCC 10-50)	**$256.6**	**$252.6**	**$166.2**	**$61.1**	**$255.1**	**-$2.5**
60 Row, Land, Existing Improvements	$43.5	$43.5	$40.2	$35.2	$43.5	$0.0
70 Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
80 Professional Services	$64.1	$70.9	$57.2	$38.9	$71.0	-$0.1
90 Unallocated Contingency	$19.0	$16.2	$0.0	$0.0	$13.6	$2.6
Project Total (SCC 10-90)	**$383.2**	**$383.2**	**$263.6**	**$135.2**	**$383.2**	**$0.0**
100 Finance Cost	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Project Total (SCC 10-90)	**$383.2**	**$383.2**	**$263.6**	**$135.2**	**$383.2**	**$0.0**

Cost Contingency Management

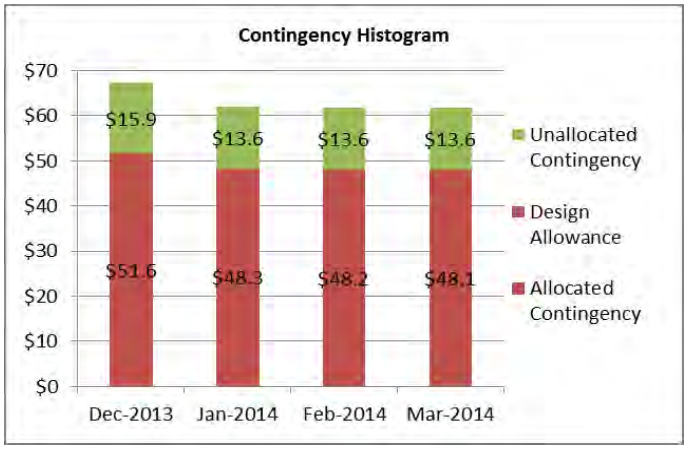
The overall project contingency balance as of February is $62M. In comparison to last month's total of $62M, this is no change. The contingency levels at this point and time continue to remain healthy for the amount of work remaining.

Design Allowance (DA): After baselining the project the design allowance of $26.7M was added to the base estimate for the design build work package. There will be no future reporting of DA.

Allocated Contingency (AC): This period the AC shows a current balance of $48M.

Unallocated Contingency (UAC): This period the UAC continues to show a current balance of approximately $14M.

Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	$ 26.7	7%	---	---
Allocated Contingency	$ 29.8	8%	$48.1	24%
Unallocated Contingency	$ 19.0	5%	$13.6	7%
Total	$ 75.6	20%	$ 61.7	31%



Risk Management

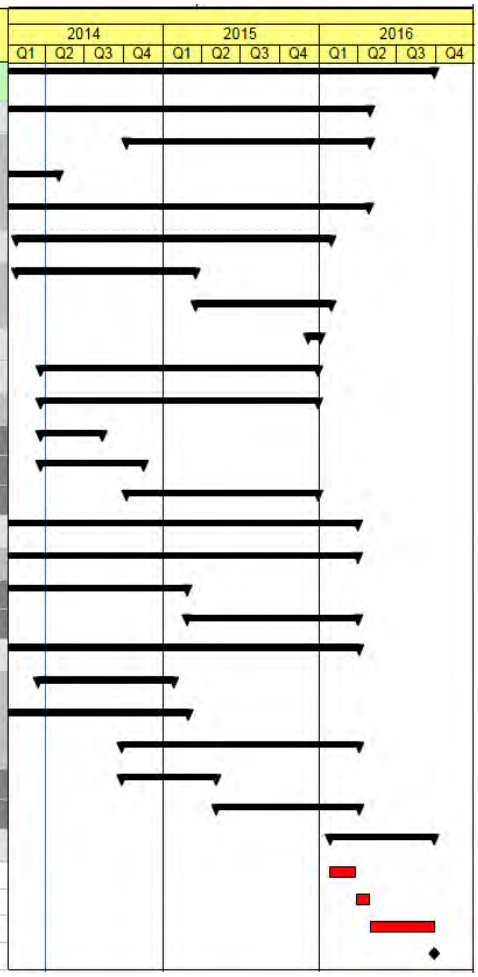
The South 200th Link Extension Risk Management Plan (RMP) established a risk management and oversight process for assessing and monitoring risks to determine how risks have been reduced or mitigated. RMP captures scope growth, schedule delay, and cost growth risks that could arise during any phase of the project and potentially affect parts of the project scope. Below is a list of the top five major risk review items identified through 4th QTR 2013:

- Construction: Impacts due to Segment quality issues (S440).
- Construction: Delays due to City of Seatac electrical inspections (S440).
- Construction: Delays due to L & I inspections of elevators (S440).
- Design: Re-interpretation of design requirements by DB Contractor (S445).
- Construction: Abnormal weather impacts to construction (S445).

Project Schedule

Drilled shaft operation has been completed and column erection is well underway. The gantry truss assembly is complete and the first span has been completed. Six spans are expected to be done in April. The casting yard is now meeting full production levels this period. S445 DB Parking Garage Design/Builder was issued NTP this period. The S. 200th Link Extension anticipated service launch is September 2016. (See Project Schedule Summary below).

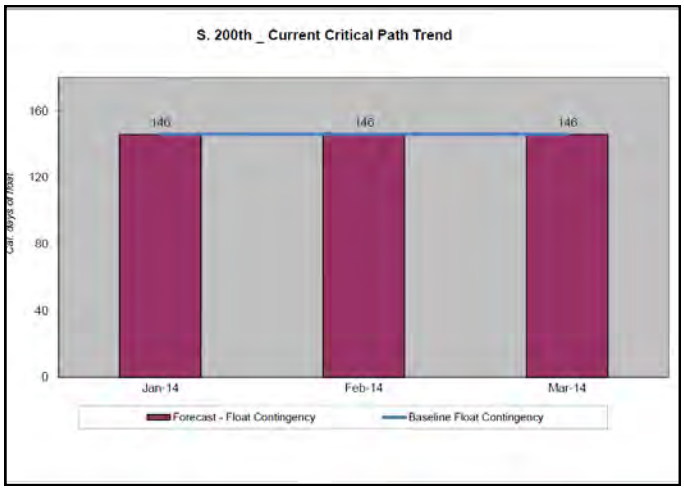
Activity Name	Start	Finish
S 200th Link Extension	31-Oct-12 A	27-Sep-16
S440 South 200th Link Extension - Update	31-Oct-12 A	29-Apr-16
Milestones	08-Oct-14	29-Apr-16
Design	31-Oct-12 A	01-May-14
Construction	01-May-13 A	26-Apr-16
SL 442 - Fare Collection Equipment (TVM/ORCA)	24-Jan-14 A	30-Jan-16
Final Design	24-Jan-14 A	19-Mar-15
Construction	20-Mar-15	30-Jan-16
SL 443 - SCADA (U830)	07-Dec-15	05-Jan-16
SL 445 - S. 200th Parking Garage - Preliminary	21-Mar-14 A	31-Dec-15
S445 - Parking Garage	21-Mar-14 A	31-Dec-15
S445 - Right of Way	21-Mar-14 A	13-Aug-14
S445 - Parking Garage Final Design - D/B	21-Mar-14 A	17-Nov-14
S445 - Parking Garage Construction	08-Oct-14	31-Dec-15
SL 446 - S. 200th WSDOT Roadway - Preliminary	14-Oct-13 A	01-Apr-16
S446 - WSDOT Military Rd/ I-5 Improvements	14-Oct-13 A	01-Apr-16
Final Design	14-Oct-13 A	27-Feb-15
Construction	27-Feb-15	01-Apr-16
SL 447 - S. 200th Station Area Roadway	10-Aug-13 A	04-Apr-16
Final Design	14-Mar-14 A	27-Jan-15
Right of Way	10-Aug-13 A	02-Mar-15
Construction	26-Sep-14	04-Apr-16
Bid/Solicitation	26-Sep-14	05-May-15
Construction	05-May-15	04-Apr-16
S. 200th Link Extension Construction - Systemwide	27-Jan-16	27-Sep-16
Systems Testing/Integration	27-Jan-16	26-Mar-16
Pre-Revenue Testing and Start-Up incl SCADA	30-Mar-16	28-Apr-16
Project Float	29-Apr-16	27-Sep-16
Revenue Service Date (Baseline 09/24/2016)		27-Sep-16*



Critical Path Analysis

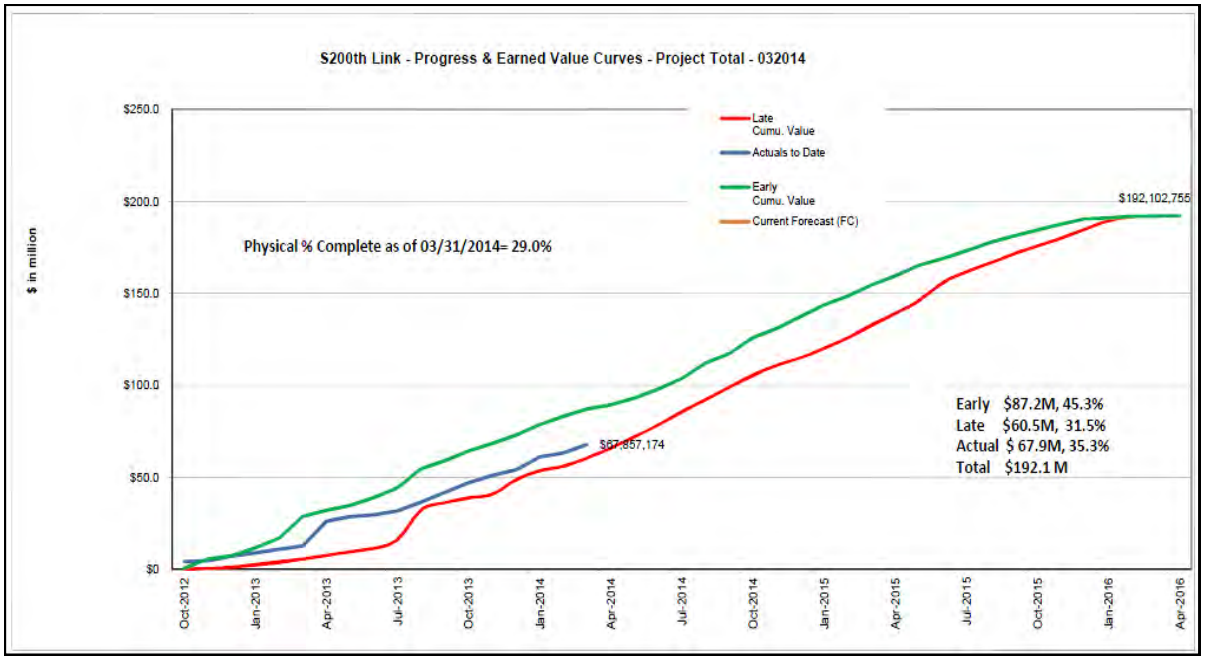
The critical path of S. 200th Link Extension runs through S440 which commences with the procurement of the guideway erection truss, guideway erection, alignment, post tension and drainage, plinth and track installation, signal and systems and concludes with system wide testing and integration.

Float contingency is at 146 days.



Cost Progress Analysis

Overall South 200th physical % complete is at 29.0%. Graphic below is a representation of the progress of major construction contracts cost compared to the early/late projections. S440 will be the main driver for performance levels for S. 200th.



Construction Safety

Safety Statistics for the reporting period and year-to-date are summarized in the table below.

Data/Measure	March 2014	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	1
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
Restricted or Modified Work Cases	0	0	1
Total Days Restricted or Modified Work	31	90	110
First Aid Cases	3	7	11
Reported Near Mishaps	1	3	10
Average Number of Employees on Worksite	125	-	-
Total # of Hours (GC & Subs)	29,878	84,415	227,481
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.00	1.01
DART Rate	0.00	0.00	1.01
Recordable National Average	**3.70**	**3.70**	**3.70**
DART National Average	**2.00**	**2.00**	**2.00**
Recordable WA State Average	**6.50**	**6.50**	**6.50**
DART WA State Average	**3.40**	**3.40**	**3.40**

Right-of-Way

The S. 200th Link Extension involves the acquisition of a range of property interests, including owner and tenant residential and commercial relocations. Property interests include compensable (e.g., easements, fee acquisitions) and non-compensable rights (e.g., rights of entry). The S. 200th Link Extension project involved the advance acquisition of three parcels that the Board approved in 2006 and 2007; the final decree was entered in 2009. These parcels were acquired through the Regional Fund Contingency. Sound Transit's protective acquisition of these properties prevented development of parcels needed for the project. The acquisition of property rights from additional parcels along the route was authorized by the Board in July 2011 and February 2012. The right-of-way program is summarized in the following page.

Line Section	Total Parcels Certified	Offers Made	Signed Agreements	Admin. Settlements	Possession and Use	Closings to date	Baseline Relocations Required	Relocations Completed
S440	61	58	0	0	0	56	7	2
S447	21	1	0	0	0	0	0	0
Total	**82**	**59**	**0**	**0**	**0**	**56**	**7**	**2**

On November 21, 2013 the Sound Transit Board authorized the acquisition of 21 parcels for S447.

S440 DB Guideway and Station - Offers have been made on 56 parcels. A total of 33 parcels have now been submitted for condemnation and 32 parcels have been filed in court. The condemnation on the remaining parcel has been dismissed. As of this period, all owners have settled and no parcels remain in condemnation.

S447 Station Area Roadways - One offer was signed.

Quality Assurance Activities

Activities

- In S440, Material Review Board (MRB) dispositioned six NCRs as Repair Concrete Non Conformances including spalling, honey combing and exposed aggregate, and missing for plinth bars.
- In S440, MRB dispositioned eight NCRs as Use-As-Is non conformances regarding; locations of vents, vertical bar placement, segment tolerances, Mass Concrete Thermal Control Program, Cold Weather Protection Program, and missing alignment keys.

Issues

- S440: Casting Yard - casting bed #7 is being taken offline until a plan is put forward to show how the cracking of the alignment keys is resolved.
- S440:Problems with Post-Grouting inspections

Summary

Description	Mar 2014	Notes
No. of Audits Planned	0	None
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Community Outreach

- Staff attended design kick-off meeting for S446 Parking Garage and presented outreach plans and highlighted outreach project requirements.
- Staff worked with media relations and Communications staff on the rescheduling of the gantry press event.
- Notified businesses and residents about the temporary closure of S. 200th Street for crane move.

Sound Transit Board Actions

Board Actions	Description	Date
	None to report this period.	

Contract Packages

The South 200th Link Extension consists of two major contract packages, both by Design Build methods, and two minor contracts. Below is a brief scope description of each package.

- **S440 Design Build Guideway and Station** - This contract involves the design and construction of an elevated guideway (1.6 miles) and station, site work, civil /roadwork, and systems. See S440 contract page for detailed information on the following page.
- **S445 Design Build – Parking Garage and Plaza** – This contract involves the design and construction of a parking garage (700 space structure), passenger pick-up and drop-off lot, plaza area, retail space and surface parking. See S445 contract page for details.
- **S446 Military Road & South 200th Street Improvements** – This contract package consists of construction of roadway and traffic signals work.
- **S447 Station Area Roadways & Surface Parking**- This contract package consists of station area roadway, surface parking, and non-motorized Improvements (sidewalks, traffic signals, pedestrian/bicycle connection, roadwork).

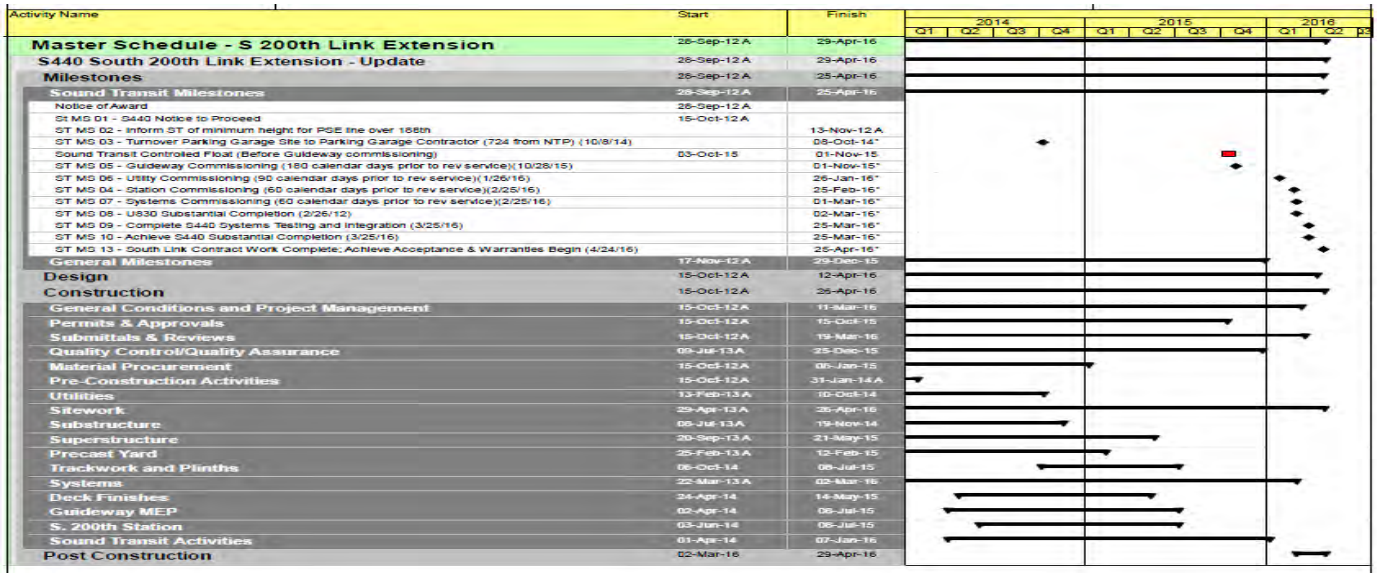
S440 Contract—Design -Build (Guideway and Station)

Current Progress

The DB Contractor is nearing completion of design and is expected early 2014. A revised 100% station design was submitted last period and is currently under review. IFC Systems Design is currently under review. Design work, coordination meetings and submittal reviews are ongoing. Drilled shaft construction is well under way with approx. 66 (100%) shafts and 44 (63%) columns completed. Casting yard set up continues with approx. 325 (29%) segments have been poured to date. Truss Assembly was completed last period and the first span has been erected. Overall the progress of this contract represents 39.4% physical completion; the Design element is 96% complete and Construction is 36.4%.

Critical Path

The schedule update is currently under review, Milestone #10 (Substantial Completion) is reporting 6 days of positive float. Two parallel critical paths are being tracked in the Contractor's schedule. Critical Path #1 is tracking through the erection and testing of the gantry truss through the erection of segments. Critical Path #2 is tracking through casting yard where it eventually joins ties to the erection of segments. The Critical Path continues through guideway drainage and railing, plinth and track installation, signal and systems and concludes with system wide testing and integration. Production rates will be monitored closely.

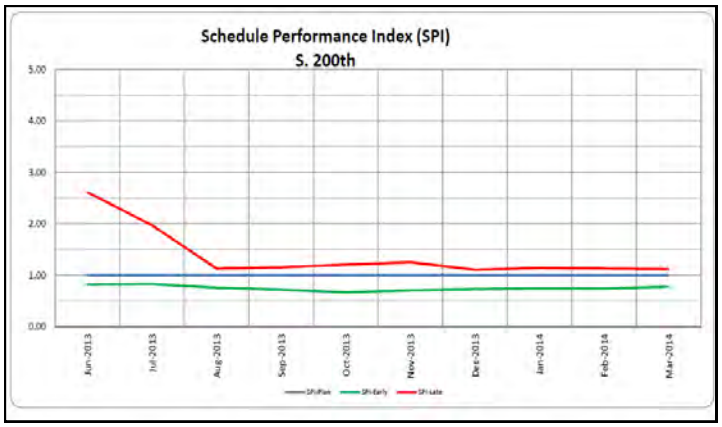


Activity Name	Start	Finish
Master Schedule - S 200th Link Extension	28-Sep-12 A	29-Apr-16
S440 South 200th Link Extension - Update	28-Sep-12 A	29-Apr-16
Milestones	28-Sep-12 A	25-Apr-16
Sound Transit Milestones	28-Sep-12 A	25-Apr-16
Notice of Award	28-Sep-12 A	
ST MS 01 - S440 Notice to Proceed	15-Oct-12 A	
ST MS 02 - Inform ST of minimum height for PSE line over 185th		13-Nov-12 A
ST MS 03 - Turnover Parking Garage Site to Parking Garage Contractor (724 from NTP) (10/8/14)		08-Oct-14*
Sound Transit Controlled Float (Before Guideway commissioning)	03-Oct-15	01-Nov-15
ST MS 05 - Guideway Commissioning (180 calendar days prior to rev service)(10/28/15)		01-Nov-15*
ST MS 06 - Utility Commissioning (90 calendar days prior to rev service)(1/26/16)		26-Jan-16*
ST MS 04 - Station Commissioning (60 calendar days prior to rev service)(2/25/16)		25-Feb-16*
ST MS 07 - Systems Commissioning (60 calendar days prior to rev service)(2/25/16)		01-Mar-16*
ST MS 08 - U830 Substantial Completion (2/26/12)		02-Mar-16*
ST MS 09 - Complete S440 Systems Testing and Integration (3/25/16)		25-Mar-16*
ST MS 10 - Achieve S440 Substantial Completion (3/25/16)		25-Mar-16*
ST MS 13 - South Link Contract Work Complete; Achieve Acceptance & Warranties Begin (4/24/16)		25-Apr-16*
General Milestones	17-Nov-12 A	29-Dec-15
Design	15-Oct-12 A	12-Apr-16
Construction	15-Oct-12 A	26-Apr-16
General Conditions and Project Management	15-Oct-12 A	11-Mar-16
Permits & Approvals	15-Oct-12 A	15-Oct-15
Submittals & Reviews	15-Oct-12 A	19-Mar-16
Quality Control/Quality Assurance	09-Jul-13 A	25-Dec-15
Material Procurement	15-Oct-12 A	08-Jan-15
Pre-Construction Activities	15-Oct-12 A	31-Jan-14 A
Utilities	13-Feb-13 A	10-Oct-14
Sitework	29-Apr-13 A	26-Apr-16
Substructure	08-Jul-13 A	19-Nov-14
Superstructure	20-Sep-13 A	21-May-15
Precast Yard	25-Feb-13 A	12-Feb-15
Trackwork and Plinths	08-Oct-14	08-Jul-15
Systems	22-Mar-13 A	02-Mar-16
Deck Finishes	24-Apr-14	14-May-15
Guideway MEP	02-Apr-14	08-Jul-15
S. 200th Station	03-Jun-14	08-Jul-15
Sound Transit Activities	01-Apr-14	07-Jan-16
Post Construction	02-Mar-16	29-Apr-16

Schedule Performance Index

The SPI is currently reporting below 1.00 at 0.77. Continued delays associated with the casting yard have been the main cause for the Contractor's inability to reach early forecast expectations. Contractor has been able to absorb these delays by shifting the work sequence based on production in the casting yard.

Drilled shaft installation is complete and column erection is well ahead of segment erection at this time. The gantry truss is expected to be fully tested and erecting spans by the end of 1st QTR 2014.



Key Activities

Current Period

- Continued design work, coordination meetings and submittal reviews.
- Continued rebar assemblies for columns, pier table, and hammerheads.
- Continued column activities: cap rebar & concrete pours.
- Continued long span activities i.e. completed column, placed rebar and completed forms for pier table second lift.
- Segment production this month at casting yard is 93 and total produced to date. - 325 of 1,166 (or 28%).
- Conducted audit of casting yard quality and production.
- Began segment hanging operations; gantry truss certified by manufacturer.
- Completed assembly of first segmental span south end of station.
- Began shore prep for gantry.
- Began storm drain work.

Next Period

- Expected design package submittal for review: IFC Station.
- Continue casting precast segments at Casting Yard.
- Continue rebar cage assembly for columns, straddle bents, pier table, and hammerheads.
- Continue column placements and hammerheads operations.
- Continue long span work.
- Continue to launch gantry and begin to erect span.

Closely Monitored Issues

- Discussions are underway with S440 DB Contractor to turnover Parking Garage Site (Milestone #3) earlier than the milestone date possibly in mid-August 2014, to the S445 Design Build Contractor to allow dirt work to occur in the dry season. ST will facilitate discussions to try to find an optimal arrangement that works for all.
- Casting yard concrete segment quality continues to make progress but continues to be closely monitored. Contractor staff and crew changes and form modifications have been effective as production is improving. An audit by an independent expert inspected the casting yard operations and a report is forthcoming.
- Casting yard production rates have shown improvement but have yet to achieve production goal of 25 segments per week. DB Contractor continues to mitigate by working 6 days per week on critical segments (Variable Depth and Pier). Segment production vs. erection will be watched closely over coming months and discussed with DB Contractor if further slippage occurs.
- The station schedule is being closely monitored due to the several month delay of 100% design package which caused the delay of the IFC Station design package anticipated for submittal review in late April. This is not yet on the critical path.

Cost Summary

Present Financial Status	Amount
S440 Contractor—PCL Civil Contractors, Inc.	
Original Contract Value	$169,000,000
Change Order Value	$1,888,824
Current Contract Value	$170,888,824
Total Actual Cost (Amount Billed)	$67,857,174
Financial Percent Complete:	40%
Physical Percent Complete:	36%
Authorized Contingency	$13,520,000
Contingency Drawdown	$1,888,824
Contingency Index*	2.6



The truss crew working on the gantry.

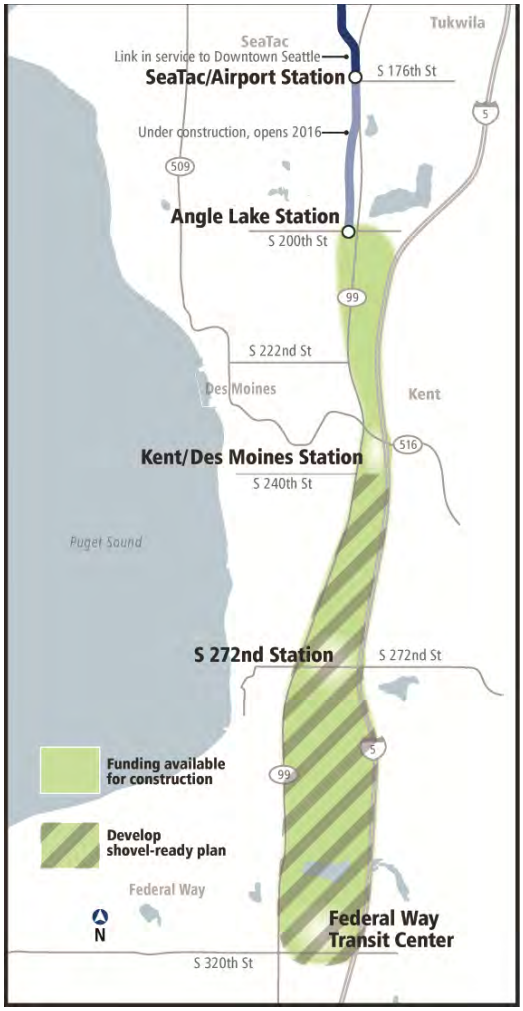
This page left blank.intentionally.

Link Light Rail
Federal Way Link Extension

Scope

The Federal Way Link Extension includes Alternatives Analysis (Phase 1), Environmental and Conceptual Engineering (Phase 2) for an extension of Link Light Rail from S. 200th St. to the Federal Way Transit Center. Phase 1 was completed in September 2013.

Preliminary Engineering will be performed only for the segment from S. 200th St. to Kent/Des Moines (in the vicinity of Highline Community College).



Map of Federal Way Link Extension.

Key Project Activities/Issues

- DEIS alternatives selected by the Board in September 2013.
- Executed Phase 2 contract amendment with HDR for Conceptual Engineering and Draft EIS work in October 2013.
- Advancing Conceptual Design in preparation for the Draft EIS.

Project Cost Summary

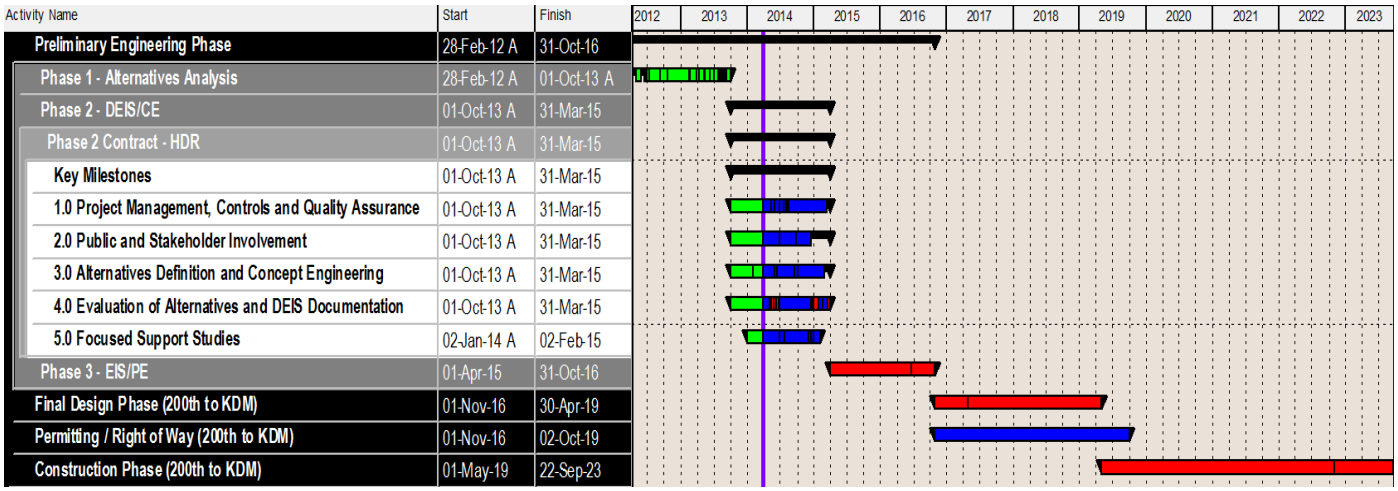
The Federal Way Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation, with the exception of the segment from Kent/Des Moines to Federal Way, which is only funded through environmental documentation. Board approval for additional funding for final design and construction of the segment from S. 200th St. to Kent/Des Moines will be sought upon completion of funded work. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$9.4	$1.3	$1.3	$8.1	$9.4	$0.0
Preliminary Engineering	$30.9	$12.1	$6.3	$18.8	$30.9	$0.0
Third Parties	$1.6	$0.2	$0.0	$1.4	$1.6	$0.0
Right of Way	$0.2	$0.2	$0.1	$0.0	$0.2	$0.0
Total	**$42.0**	**$13.8**	**$7.8**	**$28.3**	**$42.1**	**$0.0**

Link Light Rail
Federal Way Link Extension

Project Schedule

Alternatives Analysis was completed in September 2013. The DEIS and Conceptual Engineering Phase will run through the 1st QTR 2015. The Final EIS and Preliminary Engineering will run through 4th QTR 2016. It is anticipated that the Board will adopt the project and the FTA will issue the ROD in late 2016.



Activity Name	Start	Finish
Preliminary Engineering Phase	28-Feb-12 A	31-Oct-16
Phase 1 - Alternatives Analysis	28-Feb-12 A	01-Oct-13 A
Phase 2 - DEIS/CE	01-Oct-13 A	31-Mar-15
Phase 2 Contract - HDR	01-Oct-13 A	31-Mar-15
Key Milestones	01-Oct-13 A	31-Mar-15
1.0 Project Management, Controls and Quality Assurance	01-Oct-13 A	31-Mar-15
2.0 Public and Stakeholder Involvement	01-Oct-13 A	31-Mar-15
3.0 Alternatives Definition and Concept Engineering	01-Oct-13 A	31-Mar-15
4.0 Evaluation of Alternatives and DEIS Documentation	01-Oct-13 A	31-Mar-15
5.0 Focused Support Studies	02-Jan-14 A	02-Feb-15
Phase 3 - EIS/PE	01-Apr-15	31-Oct-16
Final Design Phase (200th to KDM)	01-Nov-16	30-Apr-19
Permitting / Right of Way (200th to KDM)	01-Nov-16	02-Oct-19
Construction Phase (200th to KDM)	01-May-19	22-Sep-23

Sound Transit Board Actions

Board motions and resolutions directly related to Federal Way Link Extension is summarized in the table below.

Motion Number	Description	Date
	None to report.	

Community Outreach

- Provided updated project information at two events for the South King County Health Services.
- Held tabling events in Des Moines and Federal Way and 30 people attended. Also hosted another event in Highline Community College.
- Held neighborhood drop-in sessions at Woodmont Library and 40 people participated.

Environmental

- Preparing Draft EIS for publication late 2014 or early 2015.

Phase 2 Conceptual Engineering Overview

In October 2013, Sound Transit executed an amendment to the professional services agreement with HDR Engineering, Inc. for Phase 2 professional services, including Conceptual Engineering and a Draft Environmental Impact Statement.

Key Phase 2 Activities

- Continued public outreach efforts including tabling events.
- Continued to refine the conceptual design of the DEIS Alternatives by advancing concepts from the value engineering study and advancing the design of the stations.
- Advanced sections of the draft EIS, including technical analysis.
- Continued GIS data management and developing maps and other figures for the environmental analysis.
- Began work on the assessment of Transit-Oriented Development (TOS) potential for the various stations.

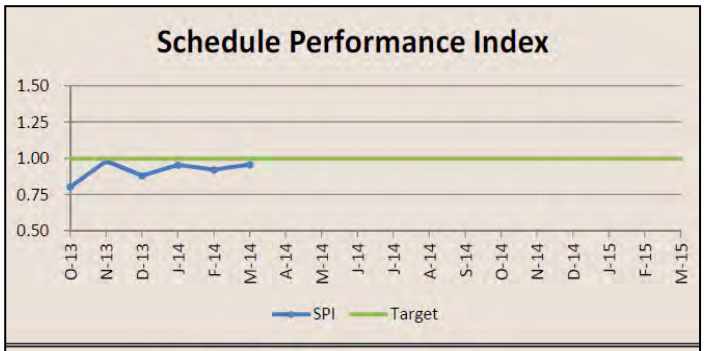
Phase 2 Schedule Performance

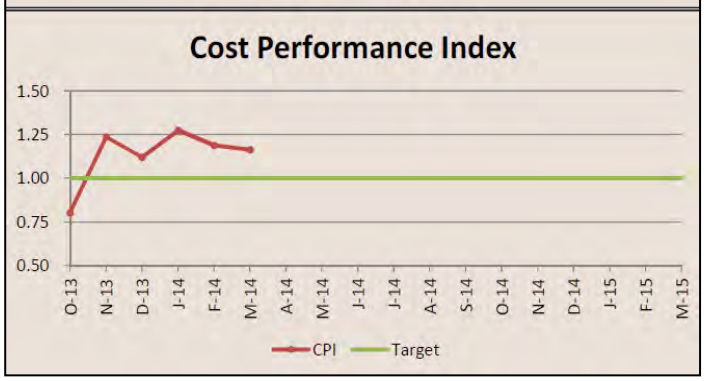
The cumulative Schedule Performance Index (SPI) is 0.92 through February 2014, indicating the value of work performed is close to the planned values. Critical path work remains on schedule with an anticipated Phase 2 completion in March 2015.

Phase 2 Cost Performance

$6.3M of the total contract amount, approximately 52%, has been spent through March 2014. Phase 2 expenditures totaled $3.1M, approximately 35% of the Phase 2 contract total. The Phase 2 percent complete is 41%, with an earned value of $3.6M.

The cumulative Cost Performance Index (CPI) through March is 1.16, indicating lower costs than planned for work accomplished. Based on the current trend, the Phase 2 cost is expected to be under budget.





Phase 2 Performance	Previous Period	Current Period*	Cumulative To Date
Amount Invoiced	$2,430,324	$658,188	$3,088,512
% Spent	28%	7%	35%
Earned Value	$2,890,382	$702,693	$3,593,075
% Complete	32%	9%	41%
SPI	**0.92**	**1.13**	**0.96**
CPI	**1.19**	**1.07**	**1.16**

This page left blank intentionally.

Link Light Rail
Tacoma Link Expansion

Scope

In cooperation with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding the Tacoma Link light rail system in the context of the City and Pierce Transit service and capital plans. A technical advisory committee comprised of the City, Pierce Transit and Sound Transit staff convened to provide technical feedback and guidance throughout the Alternative Analysis (AA) process. Sound Transit, the City of Tacoma and Pierce Transit signed a cooperative agreement term sheet.

The Tacoma Link Expansion Project is in Preliminary Engineering Phase. (Updated quarterly.)



Tacoma Link

Key Project Activities

- Sound Transit held early scoping meetings in August 2012 including public & agency early scoping meetings/open houses. The 30-day early scoping comment period concluded in September 2012. Sound Transit submitted an Alternative Analysis (AA) initiation package to the FTA in October 2012. The AA evaluated corridor and alignment alternatives and also evaluated BRT as a mode alternative. In May 2013, the Sound Transit Board selected the E1 corridor as the preferred corridor on which to perform additional design work and environmental study.
- During 1st QTR 2014 Sound Transit held two open houses in January and a number of other outreach events and conducted an on line survey presenting information on potential route alignments and requesting public feedback. In February 2014, the Tacoma City Council unanimously recommended and the Sound Transit Board unanimously identified one alignment to undergo environmental review.
- During 1st QTR 2014 Sound Transit executed an amendment to the professional services contract with CH2M Hill in March to perform conceptual engineering and environmental review and to assist in the preparation of the Small Starts Grant application.

Project Cost Summary

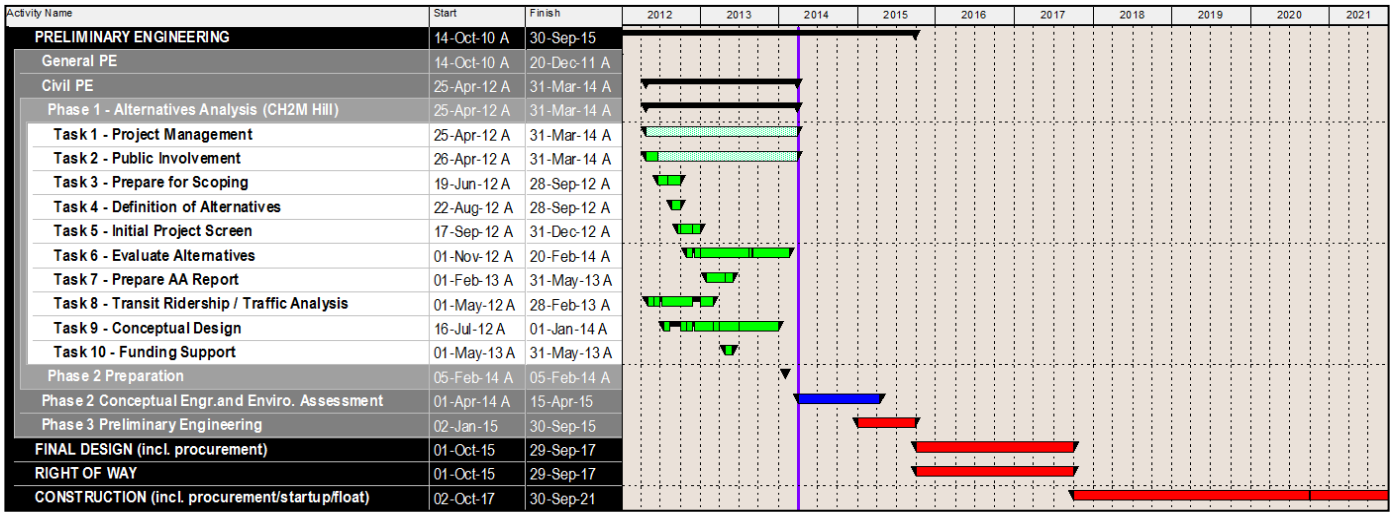
The Tacoma Link Alternatives Analysis is currently funded through the completion of the alternatives analysis, PE and Environmental Documentation. Funding included in the ST2 financial plan represents a maximum capital contribution by Sound Transit to the overall cost of expanding Tacoma Link if other public or private entities provide additional funding. Board approval for funding environmental documentation, preliminary engineering, final design and construction will be sought upon completion of the alternatives analysis. Board approval for funding preliminary engineering, final design and construction will be sought upon completion of the environmental documentation, a project funding strategy and agreements with funding partners. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. (Table in millions.)

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost	Budget Versus EFC
Administration	$1.0	$0.5	$0.6	$0.5	$1.0	($0.0)
Preliminary Engineering	$4.7	$1.0	$0.9	$3.7	$4.7	$0.0
Right of Way	$0.0	$0.0	$0.0	$0.1	$0.1	($0.1)
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$5.8**	**$1.6**	**$1.6**	**$4.3**	**$5.8**	**($0.1)**

Link Light Rail
Tacoma Link Expansion

Project Schedule

The Alternative Analysis was completed by the 1st QTR 2014. The project schedule is presented below.



Activity Name	Start	Finish
PRELIMINARY ENGINEERING	14-Oct-10 A	30-Sep-15
General PE	14-Oct-10 A	20-Dec-11 A
Civil PE	25-Apr-12 A	31-Mar-14 A
Phase 1 - Alternatives Analysis (CH2M Hill)	25-Apr-12 A	31-Mar-14 A
Task 1 - Project Management	25-Apr-12 A	31-Mar-14 A
Task 2 - Public Involvement	26-Apr-12 A	31-Mar-14 A
Task 3 - Prepare for Scoping	19-Jun-12 A	28-Sep-12 A
Task 4 - Definition of Alternatives	22-Aug-12 A	28-Sep-12 A
Task 5 - Initial Project Screen	17-Sep-12 A	31-Dec-12 A
Task 6 - Evaluate Alternatives	01-Nov-12 A	20-Feb-14 A
Task 7 - Prepare AA Report	01-Feb-13 A	31-May-13 A
Task 8 - Transit Ridership / Traffic Analysis	01-May-12 A	28-Feb-13 A
Task 9 - Conceptual Design	16-Jul-12 A	01-Jan-14 A
Task 10 - Funding Support	01-May-13 A	31-May-13 A
Phase 2 Preparation	05-Feb-14 A	05-Feb-14 A
Phase 2 Conceptual Engr.and Enviro. Assessment	01-Apr-14 A	15-Apr-15
Phase 3 Preliminary Engineering	02-Jan-15	30-Sep-15
FINAL DESIGN (incl. procurement)	01-Oct-15	29-Sep-17
RIGHT OF WAY	01-Oct-15	29-Sep-17
CONSTRUCTION (incl. procurement/startup/float)	02-Oct-17	30-Sep-21

Environmental

- Sound Transit identified a preferred alignment that will be evaluated as part of the environmental process.

Community Outreach

- Held two open houses in January 2014 and a number of outreach events.
- Conducted an online survey presenting information on potential route alignments and requesting public feedbacks.
- Attended meetings and provided an update to the Downtown Merchants Group, Central Neighborhood Council.
- Preparing for an open house scheduled in mid-May.

Link Light Rail
Link Operations and Maintenance Satellite Facility

Scope

Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion. Sound Transit Board identified Draft Environmental Impact Statement (DEIS) alternatives in 2012.

Key Project Activities

- Huitt-Zollars, Inc. continues work on Phase 1 contract for Conceptual Engineering and Environmental review.
- Identified long range facility requirements, potential corridors, and sites for the new Operations and Maintenance Satellite Facility (OMSF). Conducted environmental scoping and produced a scoping summary report.
- Completed protective acquisition of a parcel associated with one of the potential sites.
- Urban Land Institute conducted Advisory Services Panel in March 2014.
- Preparing to publish DEIS in 2nd QTR 2014.

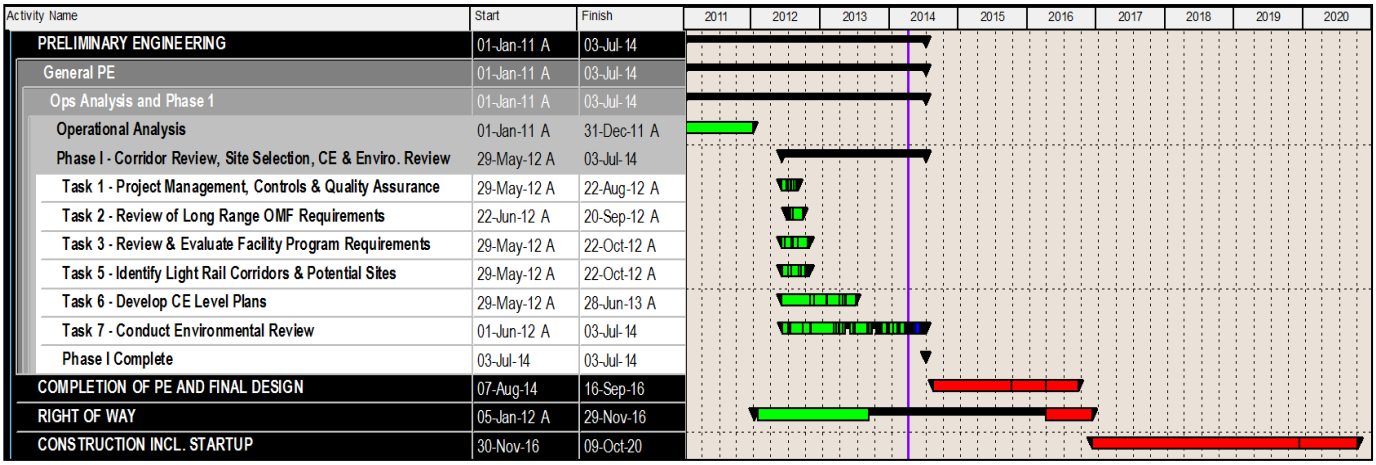
Program Cost

The Link Operations and Maintenance Satellite Facility (OMSF) project is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commit-ment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	$3.2	$0.5	$0.5	$2.7	$3.2	$0.0
Preliminary Engineering	$5.7	$3.2	$2.8	$2.5	$5.7	$0.0
3rd Party Agreements	$0.4	$0.0	$0.0	$0.4	$0.4	$0.0
Right of Way	$23.2	$23.2	$13.1	$0.1	$23.2	$0.0
Total	**$32.6**	**$26.8**	**$16.5**	**$5.7**	**$32.6**	**$0.0**

Program Schedule

The project schedule is presented below. The extension of Phase 1 completion to August 2014 requires that the remaining preliminary engineering and final design work be complete by September 2016 in order to maintain the current construction and startup schedule. Sound Transit is preparing a conceptual schedule to show the remaining preliminary engineering duration and investigating alternative delivery methods, such as design-build, in order to retain the desired service date in 2020. Moving the service date into 2021 may conflict with the operational needs of the East Link Extension.



Link Light Rail
Link Operations and Maintenance Satellite Facility

Phase 1 Conceptual Engineering and DEIS Overview

Sound Transit executed a professional services agreement with Huitt-Zollars, Inc. for civil engineering and architectural design services and issued NTP for Phase 1, Conceptual Engineering and DEIS, for the Link Operations and Maintenance Satellite Facility (OMSF) project in May 2012.

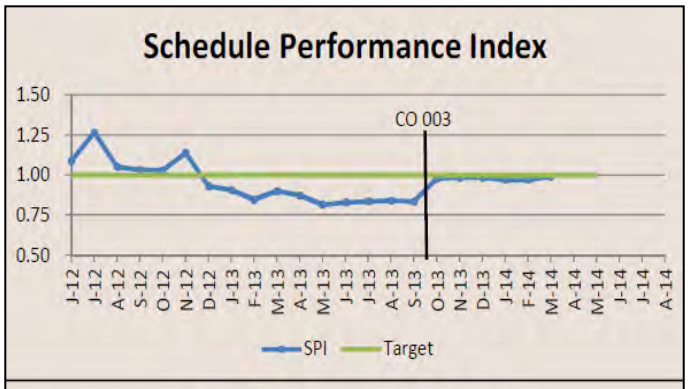
Phase 1 Key Activities

- Completed the Urban Land Institute Advisory Services Panel in early March.
- Obtained comments from the FTA on the 3rd draft DEIS and preparing a final revision.
- Preparing Phase 2 scope of work for preliminary engineering and the final EIS.

Phase 1 Schedule Performance

Change Order 003 extended the Phase 1 schedule to August 2014.

The cumulative Schedule Performance Index (SPI) trends at 0.99 through March 2014, which means that cumulative work accomplished is close to the revised baseline planned work.

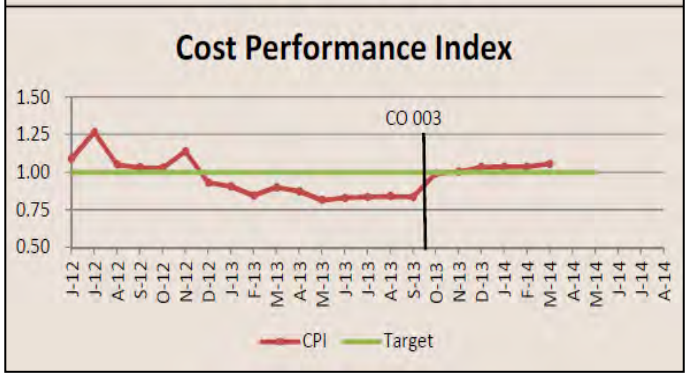


Phase 1 Cost Performance

Change Order 003 extended the schedule and increased contract budget.

$2.5M of the total contract amount, approximately 90%, was spent through March 2014. The Phase 1 percent complete is 95%, with an earned value of $2.7M.

The cumulative Cost Performance Index (CPI) is 1.06, meaning that expenditures are in line with the earned value. Based on these trends, the final cost is expected to be close to the revised contract budget of $2.8M.



Phase I Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	$2,475,303	$62,580	$2,537,883
% Spent	88%	2%	90%
Earned Value	$2,564,953	$117,305	$2,682,258
% Complete	91%	4%	95%
SPI	**0.97**	**1.81**	**0.99**
CPI	**1.04**	**1.87**	**1.06**

Link Light Rail
Staffing Report

Staffing Variance Reporting - February 2014

Recruiting Activity

During reporting period of February 2014 the following positions were filled to support the capital program.

Position	Project Assignment	Planned Hire Date
Deputy Executive Director	Business and Construction Services	2012 Attrition*
Sr. Risk Engineer	Project Controls	2012 Attrition
Systems Engineer	S 200th Link Extension	2013 Attrition
Community Outreach Specialist	University Link Extension	2013 Attrition*
Sr. Real Property Agent	Real Property	2013 Attrition
Sr. Civil Engineer	Sound Transit 3	June 2013

Recruiting continued during the reporting period for the following design, engineering and construction management positions:

Position	Project Assignment	Planned Hire Date
Structural Engineer	Civil and Structural Design	2013 Attrition*
Project Director	Sounder and Regional Express	2013 Attrition*
Deputy Project Director	University Link Extension	2013 Attrition*
Construction Manager	Systems	2013 Attrition*
Construction Manager	East Link Extension	2013 Attrition*
Systems Engineer	Link – Sounder	2013 Attrition*
Corridor Design Manager	Systems	2013 Attrition*
Corridor Project Control Supervisor	Northgate Link Extension	2013 Attrition*
Project Control Specialist	East Link Extension	2013 Attrition
Community Outreach Assistant	University Link Extension	2013 Attrition*
Structural Engineer	Link	2013 Attrition
Sr. Systems Engineer	Enterprise	February 2013
Sr. Construction Engineer	Construction Management	December 2013
Assistant Permit Administrator	Link, Sounder, Regional Express	February 2014
Civil Engineer	East Link Extension	February 2014
Sr. Civil Engineer	Right-of-Way	February 2014
Corridor Project Control Supervisor	Lynwood Link Extension	February 2014
Construction Manager	Northgate Link Extension	February 2014
Construction Manager	East Link Extension	February 2014
Deputy Construction Manager	Non-corridor projects	February 2014
Deputy Real Property Director	Real Property	February 2014
Contract Claims Specialist	Construction Management	March 2014
Structural/Geotechnical Engineer	Civil and Structural Design	March 2014
Sr. Scheduling Engineer	East Link Extension	March 2014
Sr. CAD Drafter	Link Light Rail	March 2014
Electrical Engineer	East Link Extension	March 2014
Mechanical Engineer	East Link Extension	March 2014

**Attrition resulting from internal promotion to vacant position*

Position	Project Assignment	Planned Hire Date
Construction Manager	East Link Extension	April 2014
Construction Manager	Systems	April 2014
Construction Manager	Northgate Link	April 2014
Community Outreach Specialist	Northgate Link Extension	April 2014
Project Control Specialist	Northgate Link Extension	April 2014
Project Control Specialist	Northgate Link Extension	April 2014
Project Coordinator	Permits	April 2014
Specifications Writer	Civil and Structural Engineering	April 2014
Sr. Cost Engineer	East Link Extension	April 2014
Project Coordinator	Non-corridor projects	2014 Attrition
Sr. Project Coordinator	Non-corridor projects	2014 Attrition

*Attrition resulting from internal promotion

Project Staffing – Major Link Light Rail Programs

A total of 592 (107% of plan) consultant and internal staff full time equivalents (FTE) participated in the planning, design and construction of on-going Link light rail extensions in February 2014, an increase of 2% (11.2 FTE) from January. Staffing exceeded plan for all projects with the exception of the S. 200th (12% below plan) and the Northgate Link Extensions (3% below plan). Year-to-date, staffing for the Link program is trending 11% (60.3 FTE/mo) above plan. Staffing variance to plan for the month by project follows.

	Staffing Variance Sumnmary											
	February 2014								Year to Date			
	Consultant Staff				Sound Transit Staff				Average			
	FTE		Variance		FTE		Variance		FTE		Variance	
Project	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan
University Link Extension	55.7	60.4	4.7	108%	31	33.8	2.8	109%	86.7	95.7	9	110%
Northgate Link Extension	77.6	82.2	4.6	106%	42.1	33.9	-8.2	81%	119.7	136.5	16.8	114%
South 200th Extension	17.4	15	-2.4	65%	15.6	13.9	-1.7	89%	33	27.35	-5.65	83%
East Link Extension	194.4	243.5	49.1	146%	65.3	54	-11.3	83%	259.7	280.5	20.8	108%
Lynnwood Link Extension	38.7	43.9	5.2	113%	16	11.3	-4.7	71%	54.7	53.9	-0.8	99%
Total	383.8	445	61.2	129%	170	146.9	-23.1	86%	553.8	593.95	40.15	107%

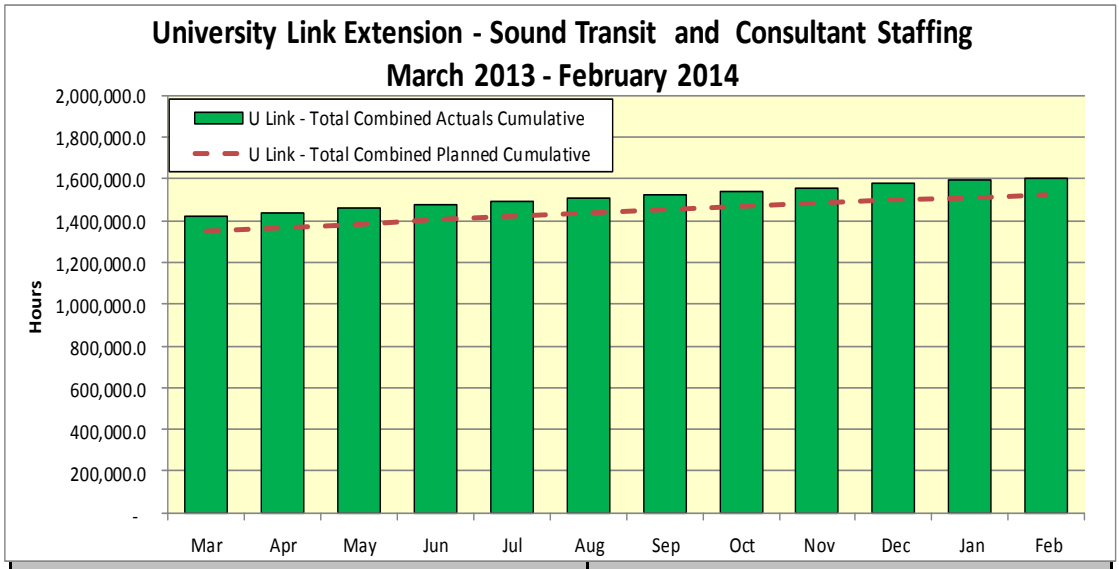
Staffing for the University, Northgate and East Link Extensions was 112%, 115%, and 101% of plan respectively. Staffing for the S. 200th and Lynnwood Link Extensions was 91% and 96% respectively. Staffing variance to plan for the month by project follows.

Link Light Rail Staffing Report

University Link Extension Staffing

Total Internal and External Staffing – University Link Extension

There were 94.2 FTE assigned to the University Link Extension in February including 60.4 consultant 33.8 internal FTE. Staffing for the month was 9% above plan (7.4 FTE) but decreased 3% (3 FTE) from January staffing; year-to-date, however, staffing is above plan by 10% (9 FTE/mo). Cumulatively, since August 2006, average monthly project staffing is trending approximately 5% (5.6 FTE/mo.) above plan.

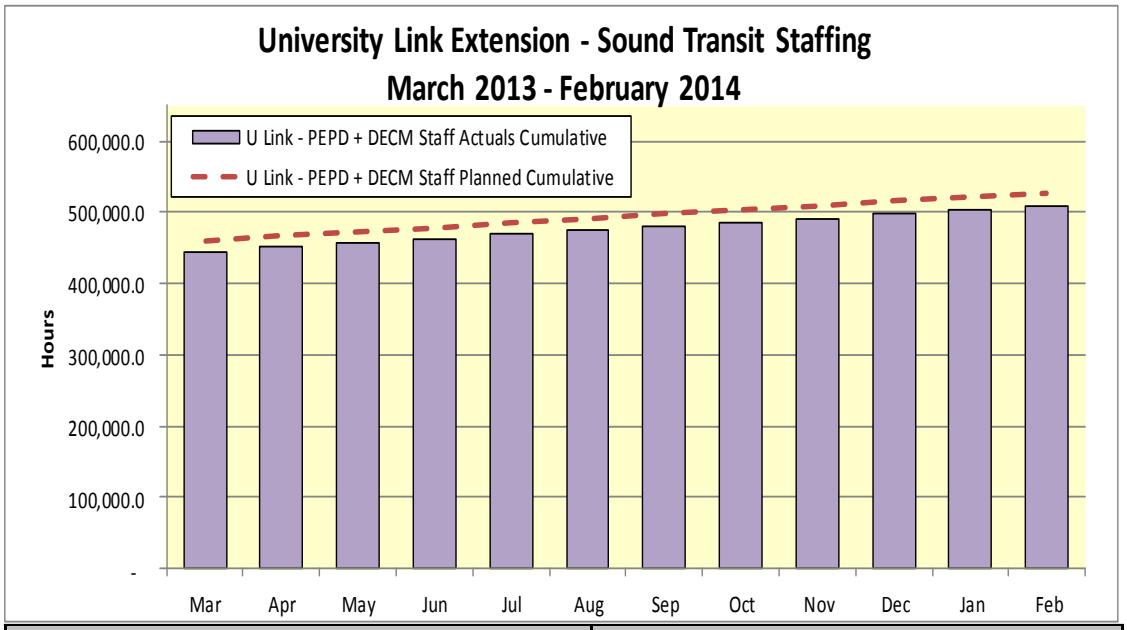


	Labor Hours to Date				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,523,816.6	1,605,471.6	81,655.1	105.4%	13,872.0	15,062.9	1,190.9	108.6%
Monthly Average	16,745.2	17,642.5	897.3					
Monthly FTE	104.7	110.3	5.6		86.7	94.1	7.4	

University Link Extension Staffing

Internal Resource Commitments to University Link Extension

There were 33.8 internal FTE assigned to the University Link Extension in February. Internal staffing decreased 10% (3.9 FTE) from January but remained above plan by 9% (3 FTE); year-to-date, internal staffing is 15% (4.5 FTE/mo) above plan. Cumulatively, since August 2006, average monthly internal staffing is trending approximately 3% (1.2 FTE/mo.) below the baseline.

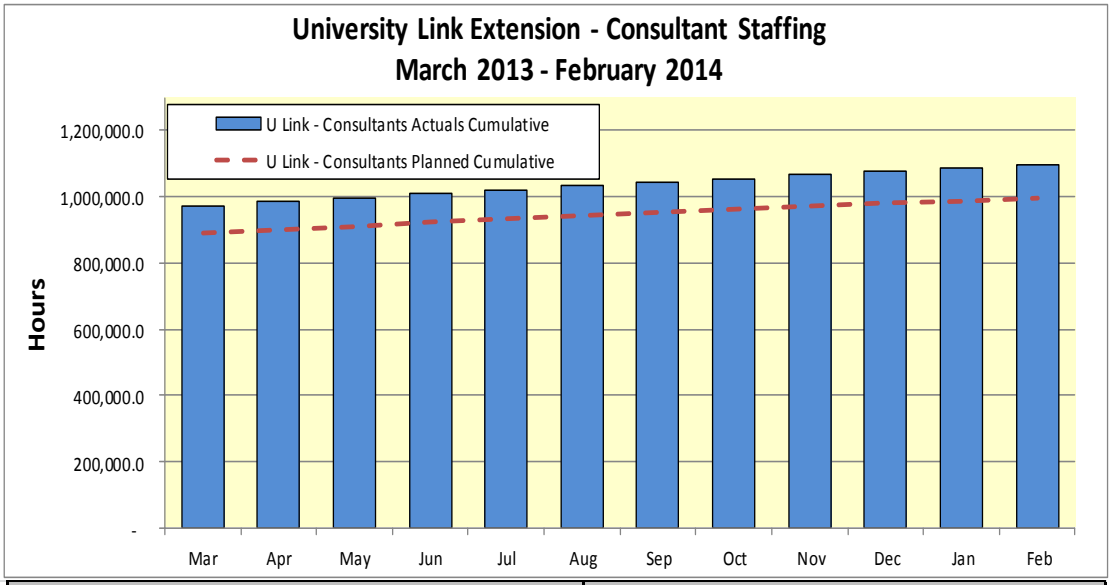


	Labor Hours to Date				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	526,319.8	508,866.1	-17,453.7	96.7%	4,960.0	5,404.6	444.6	109.0%
Monthly Average	5,783.7	5,591.9	-191.8					
Monthly FTE	36.1	34.9	-1.2		31.0	33.8	2.8	

University Link Extension Staffing

Consultant Resource Commitments to University Link Extension

During February 60.4 consultant FTE were assigned to the University Link Extension exceeding plan by 8% (4.7 FTE) but consistent with consultant staffing for January. Year-to-date consultant staffing is 8% (4.3 FTE/mo) above plan; cumulatively, since August 2006, average monthly consultant staffing continues to trend 10% (6.8 FTE/mo.) above plan.



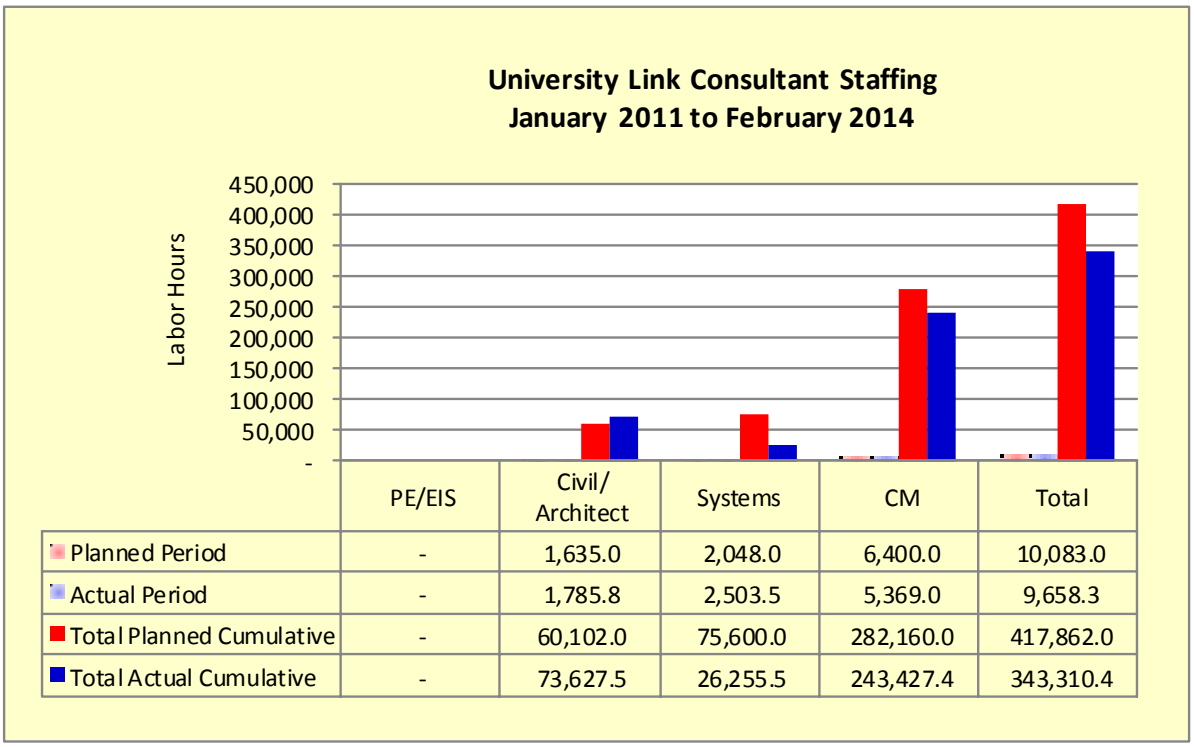
	Labor Hours to Date				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	997,496.8	1,096,605.6	99,108.8	109.9%	8,912.0	9,658.3	746.3	108.4%
Monthly Average	10,961.5	12,050.6	1,089.1					
Monthly FTE	68.5	75.3	6.8		55.7	60.4	4.7	

University Link Extension Staffing

Consultant Resource Commitments to University Link Extension, continued

Consultant utilization by discipline for the University Link Extension since January 2011 is illustrated below.

There were 11.2 civil engineering and architectural, 15.6 Systems and 33.6 Construction Management (CM) consultant staff assigned to the University Link Extension in February. Civil and architectural consultant staffing decreased in February by 15% (2 FTE) but remained above plan by 41% (3 FTE). Systems consultant staffing also decreased (21%, 4.3 FTE); cumulatively Systems consultant staffing continues to trend nearly 40% (4.4 FTE) below plan. Construction Management consultant staffing increased 27% (7.1 FTE) in February; Construction Management consultant staffing was 12% above plan.



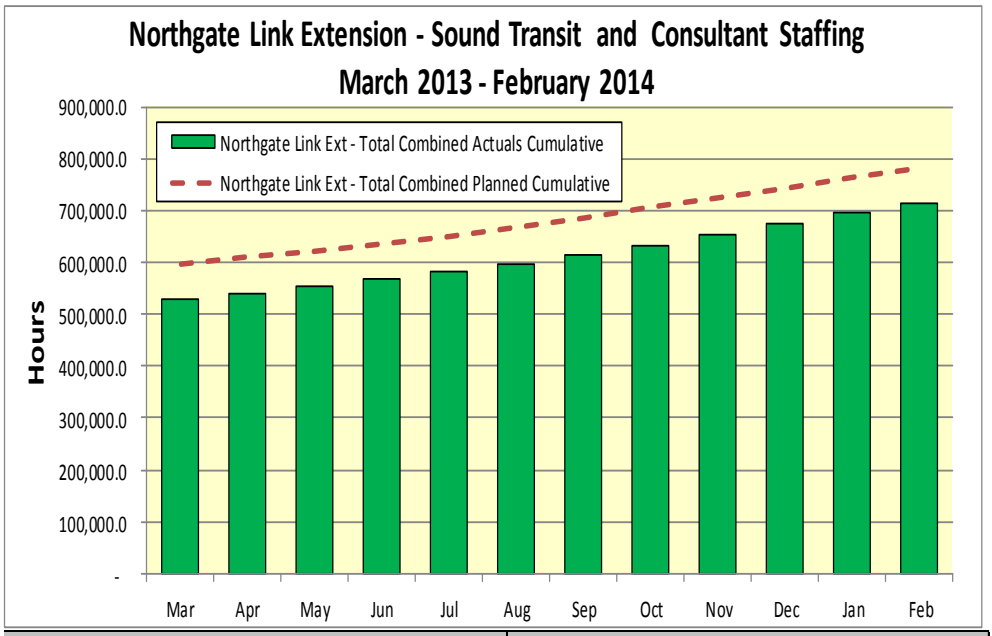
	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	1,635.0	2,048.0	6,400.0	10,083.0
Actual Period	-	1,785.8	2,503.5	5,369.0	9,658.3
Total Planned Cumulative	-	60,102.0	75,600.0	282,160.0	417,862.0
Total Actual Cumulative	-	73,627.5	26,255.5	243,427.4	343,310.4

Link Light Rail Staffing Report

Northgate Link Extension Staffing

Total Internal and External Staffing – Northgate Link Extension

During February 33.9 internal FTE and 82.2 consultant FTE were assigned to the Northgate Link Extension. This is a 16% (22.1 FTE) decrease from January and 3% (3.6 FTE) below planned staffing of 119.7 FTE. Year-to-date internal and consultant staffing is 14% (16.9 FTE/mo) below plan; cumulatively since January 2011 average monthly staffing is trending 8.5% (11 FTE/mo) below plan.

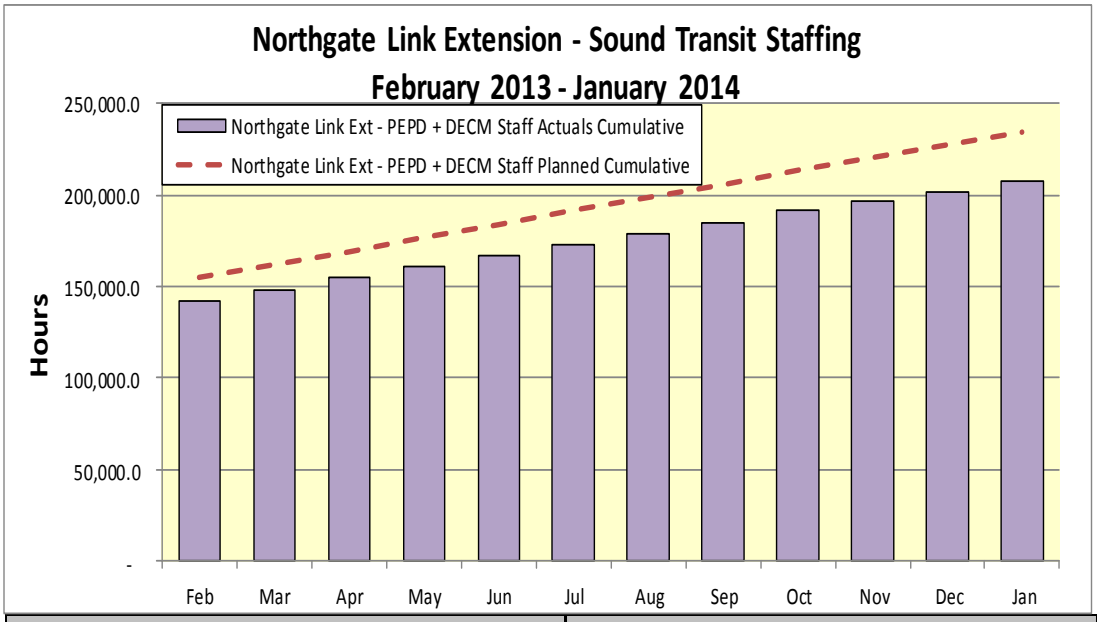


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	781,169.7	715,140.7	-66,029.1	91.5%	19,152.0	18,586.9	-565.2	97.0%
Monthly Average	20,557.1	18,819.5	-1,737.6					
Monthly FTE	128.5	117.6	-10.9		119.7	116.2	-3.5	

Northgate Link Extension Staffing

Internal Resource Commitments to Northgate Link Extension

Internal staffing in February (33.9 FTE) decreased 13% (4.9 FTE) from January staffing and was below plan by 19% (8.2 FTE). Year-to-date internal staffing is 14% (5.7 FTE/mo) below plan; cumulatively, since January 2011, average monthly internal staffing is trending 11.7% (4.6 FTE/mo) below plan.



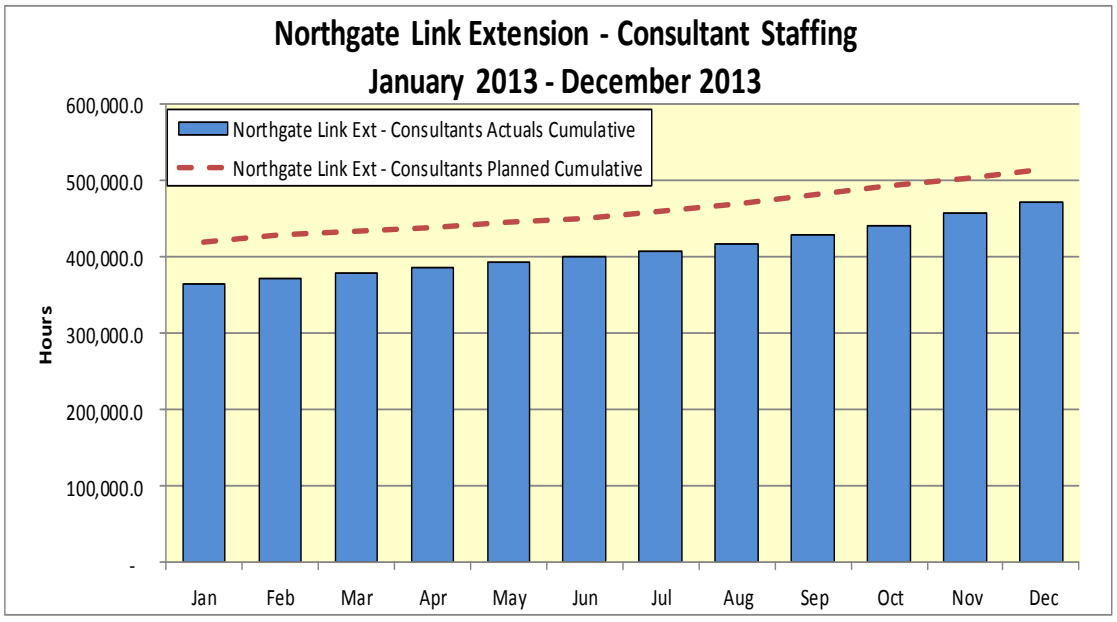
	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	241,232.0	213,085.9	-28,146.1	88.3%	6,736.0	5,431.3	-1,304.8	80.6%
Monthly Average	6,348.2	5,607.5	-740.7					
Monthly FTE	39.7	35.0	-4.6		42.1	33.9	-8.2	

Link Light Rail Staffing Report

Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension

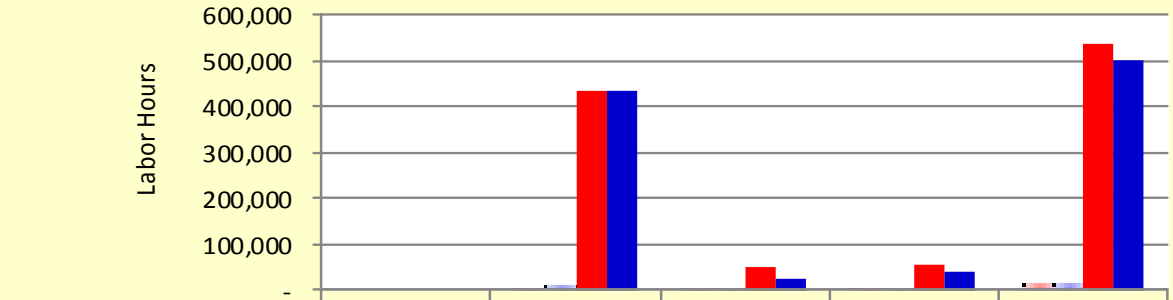
During December 92 consultant FTE were assigned to the Northgate Link Extension, an 11% (9.8 FTE) decrease from November. Consultant staffing however remained above plan by 33% (22.7 FTE) plan. Cumulatively, since January 2011, average consultant utilization continues to trend approximately 10% (7.3 FTE/mo.) below plan.



	Labor Hours Jan 2011 - Dec 2013				Current Period Dec 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	515,105.7	473,006.9	-42,098.8	91.8%	11,077.3	14,714.2	3,636.9	132.8%
Monthly Average	14,308.5	13,139.1	-1,169.4					
Monthly FTE	89.4	82.1	-7.3		69.2	92.0	22.7	

Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension



	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	6,080.0	912.0	5,424.0	12,416.0
Actual Period	-	7,764.9	543.3	4,847.4	13,155.5
Total Planned Cumulative	-	435,105.6	48,820.0	56,012.0	539,937.6
Total Actual Cumulative	-	436,557.3	27,018.0	38,478.6	502,053.9

Consultant utilization by discipline follows:

- Civil/architecture consultant utilization for February (48.5 FTE) decreased by 31% (22.2 FTE) from January but remained above plan by 28% (10.5 FTE). Cumulatively since January 2011, civil engineering/architecture consultant staffing at 72 FTE/mo is trending consistent with plan.

- Systems consultant utilization (3.4 FTE) decreased 11% (0.4 FTE) from January staffing and was 40% (2.3 FTE) below plan. Since January 2011, average monthly Systems consultant staffing continues to trend 45% (3.6 FTE/mo) below plan.

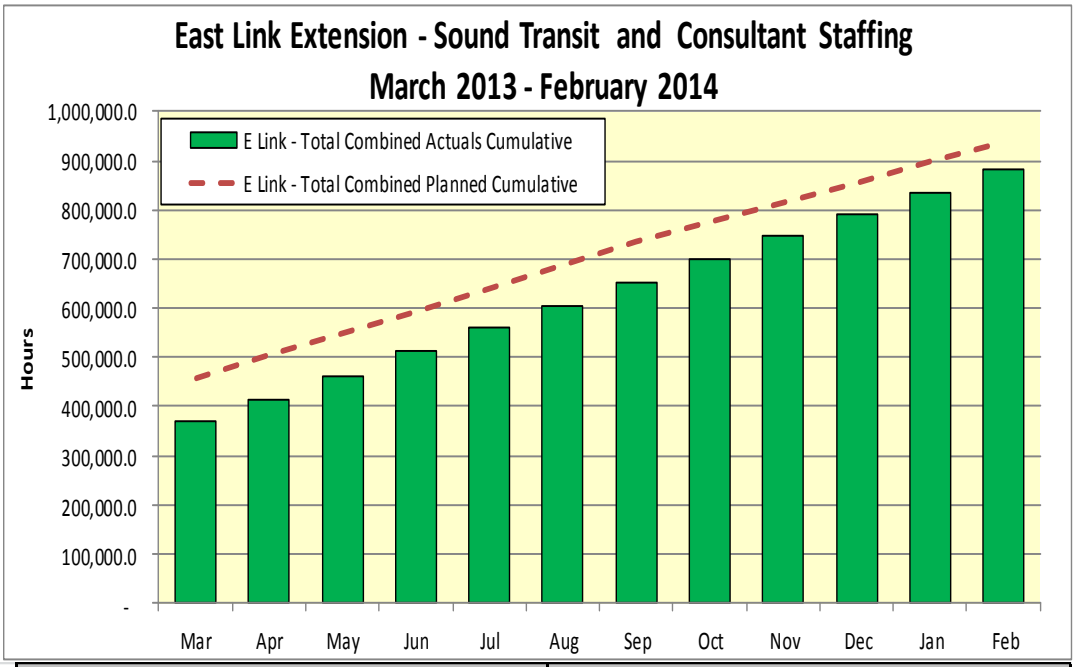
- CM consultant staffing in February (30.3 FTE) was 22% (5.5 FTE) above January staffing and 11% (3.6 FTE) below plan. Cumulatively, since January 2011, average monthly CM consultant staffing continues to trend below plan by 31% (2.9 FTE/mo).

Link Light Rail Staffing Report

East Link Extension Staffing

Total Internal and External Staffing – East ink Extension

Staffing for the East Link Extension in February (297.5 FTE) increased 13% (34.2 FTE) from January and was above plan by 15% (37.8 FTE). Year-to-date internal and consultant staffing is 8% (20.8 FTE/mo) above plan; cumulatively since January 2011, average monthly staffing is trending 6% (9.4 FTE/mo) below plan.

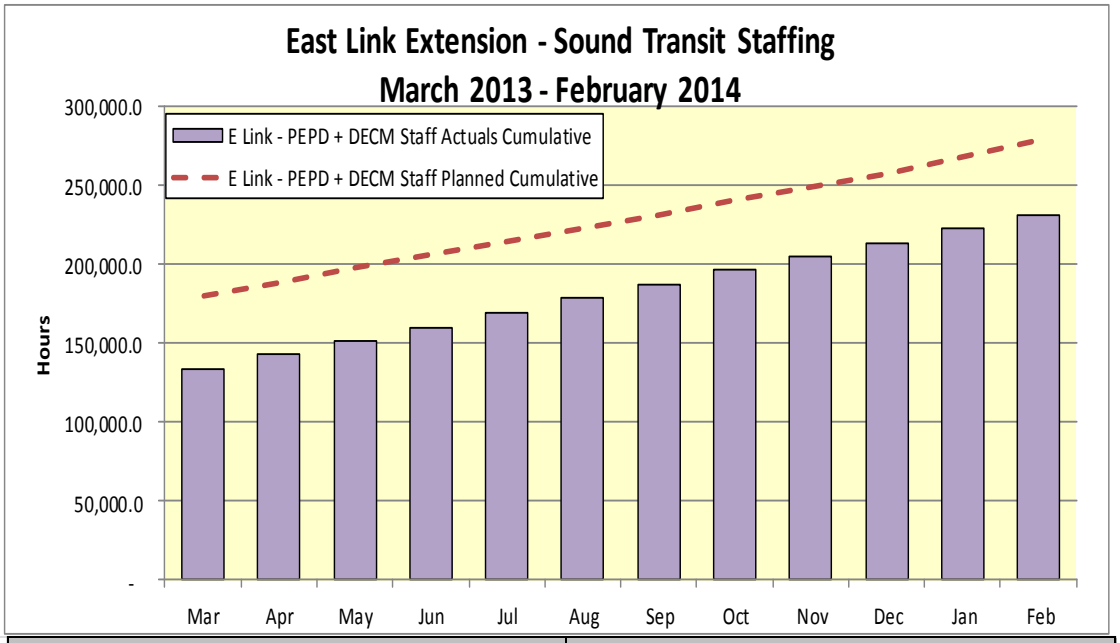


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	938,606.4	881,713.6	-56,892.9	93.9%	41,552.0	47,603.2	6,051.2	114.6%
Monthly Average	24,700.2	23,203.0	-1,497.2					
Monthly FTE	154.4	145.0	-9.4		259.7	297.5	37.8	

East Link Extension Staffing

Internal Resource Commitments to East Link Extension

During February internal staffing for the East Link Extension (54 FTE) decreased 12% (7.5 FTE) from January and was 17% (11.3 FTE) below plan. Year-to-date internal staffing is 22% (7.6 FTE/mo) below plan; cumulatively, since January 2011, average monthly internal staffing is trending nearly 17% (7.7 FTE/mo.) below plan.

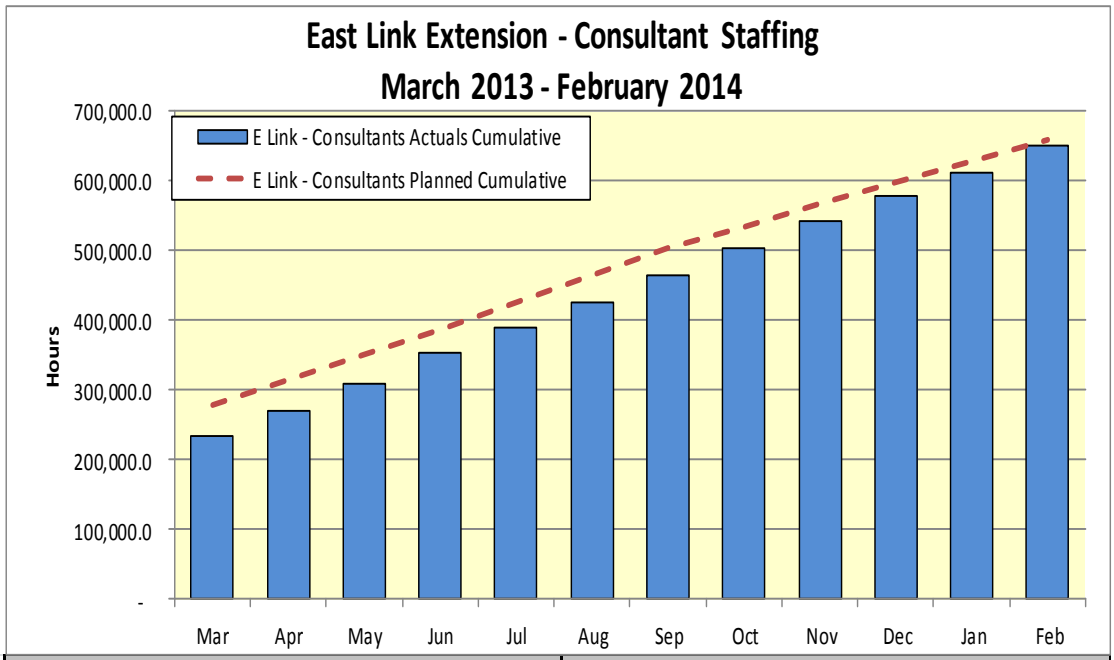


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	278,464.0	231,384.6	-47,079.4	83.1%	10,448.0	8,637.4	-1,810.6	82.7%
Monthly Average	7,328.0	6,089.1	-1,238.9					
Monthly FTE	45.8	38.1	-7.7		65.3	54.0	-11.3	

East Link Extension Staffing

Consultant Resource Commitments to East Link Extension

There were 243.5 consultant FTE assigned to the East Link Extension during February. Consultant staffing increased 17% (41.7 FTE) from January and was 25% (49.1 FTE) above plan. Year-to-date consultant staffing (222.7 FTE/mo) is 15% (28.3 FTE/mo) above plan; cumulatively since January 2011, average monthly consultant staffing is trending 1.5% (1.6 FTE/mo) below plan.

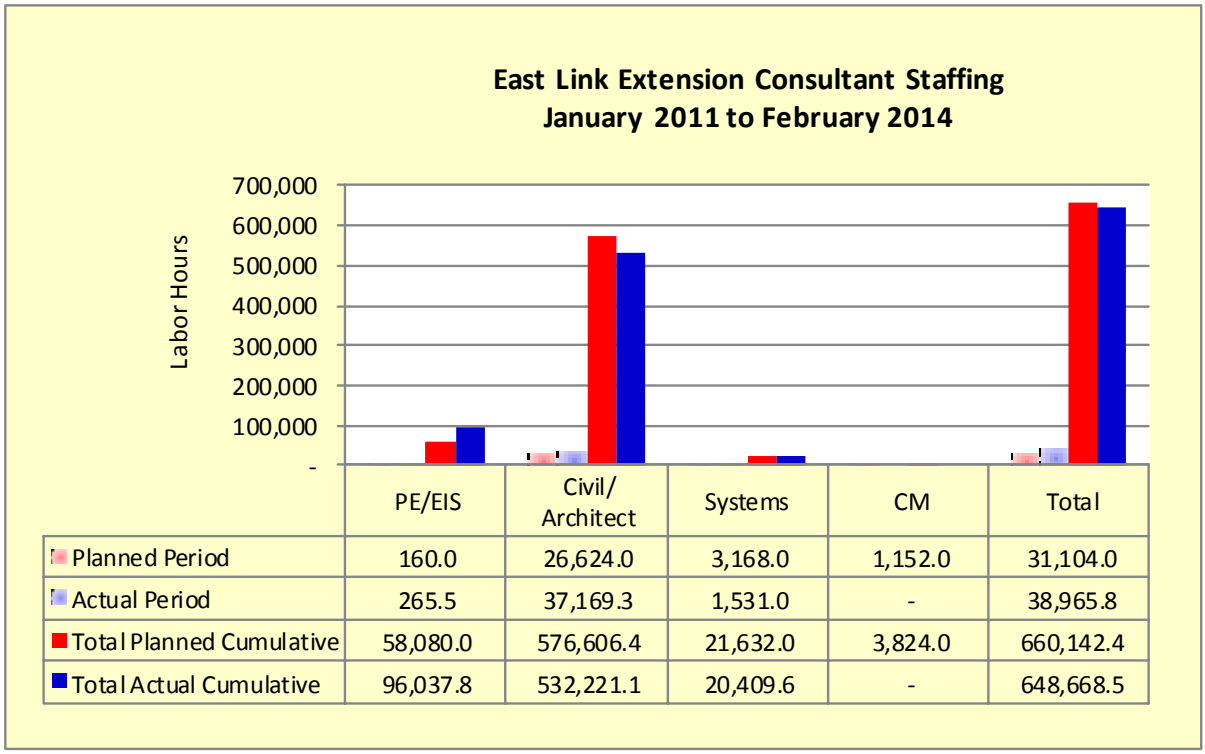


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	660,142.4	650,329.0	-9,813.4	98.5%	31,104.0	38,965.8	7,861.8	125.3%
Monthly Average	17,372.2	17,113.9	-258.2					
Monthly FTE	108.6	107.0	-1.6		194.4	243.5	49.1	

East Link Staffing

Consultant Resource Commitments to East Link, continued

Similar to previous reporting periods, in February civil engineering consultant staff (232.3 FTE) represent the majority (95%) of consultant staffing. Systems (9.6 FTE) and 1.7 FTE Preliminary Engineering (PE) consultant FTE accounted for remaining February consultant staffing on the East Link Extension.

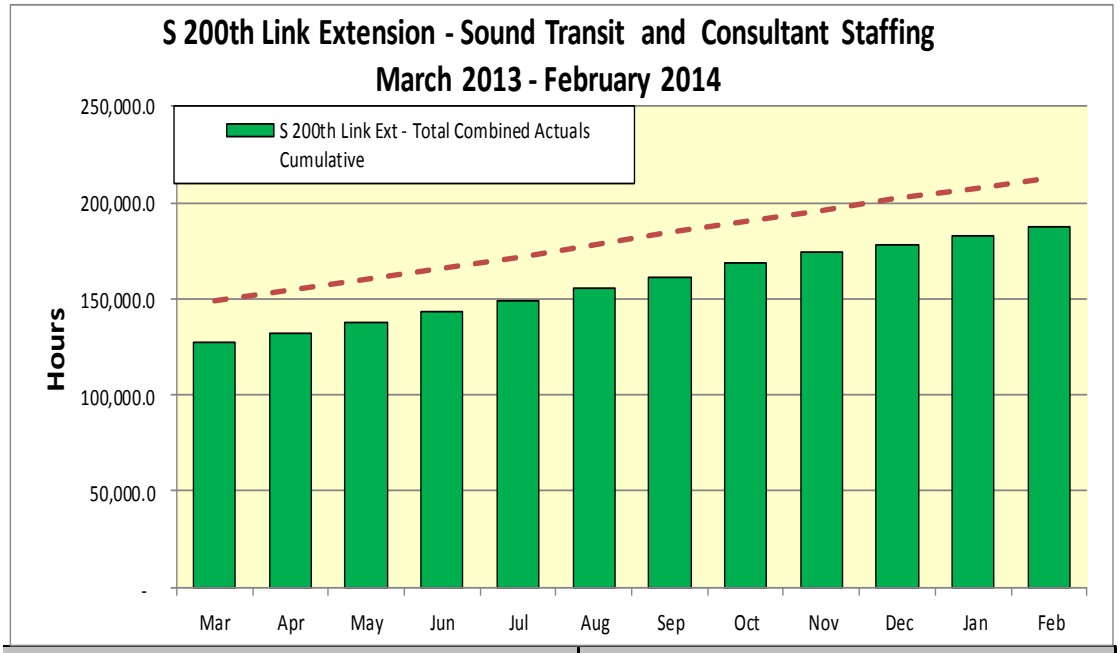


	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	160.0	26,624.0	3,168.0	1,152.0	31,104.0
Actual Period	265.5	37,169.3	1,531.0	-	38,965.8
Total Planned Cumulative	58,080.0	576,606.4	21,632.0	3,824.0	660,142.4
Total Actual Cumulative	96,037.8	532,221.1	20,409.6	-	648,668.5

S. 200th Link Extension Staffing

Total Internal and External Staffing – S. 200th Link Extension

Staffing for the South 200th Link Extension in February (28.9 FTE) decreased 2% (0.6 FTE) from January and was 88% of plan. Year-to-date consultant and internal staffing is 16% (5.1 FTE/mo) below plan; since January 2011, average monthly internal and consultant staffing continues to trend nearly 11% (3.5 FTE/mo.) below plan.

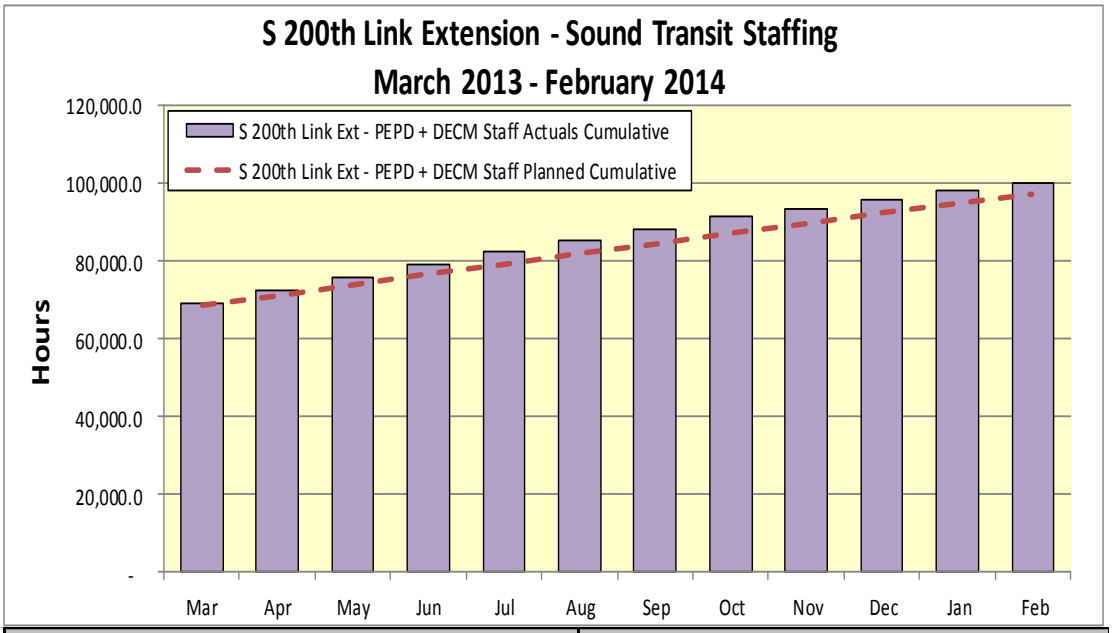


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	212,387.2	187,508.4	-24,878.8	88.3%	5,280.0	4,619.1	-660.9	87.5%
Monthly Average	5,589.1	4,934.4	-654.7					
Monthly FTE	34.9	30.8	-4.1		33.0	28.9	-4.1	

S. 200th Link Extension Staffing

Internal Resource Commitments South Link to S.200th Link Extension

Internal staffing in February (13.9 FTE) decreased 6% (0.9 FTE) from January and was below plan by 11% (1.7 FTE). Year-to-date internal staffing is 8% (1.3 FTE/mo) below plan; cumulatively, since January 2011, average monthly internal staffing is 3% (0.4 FTE) above plan.

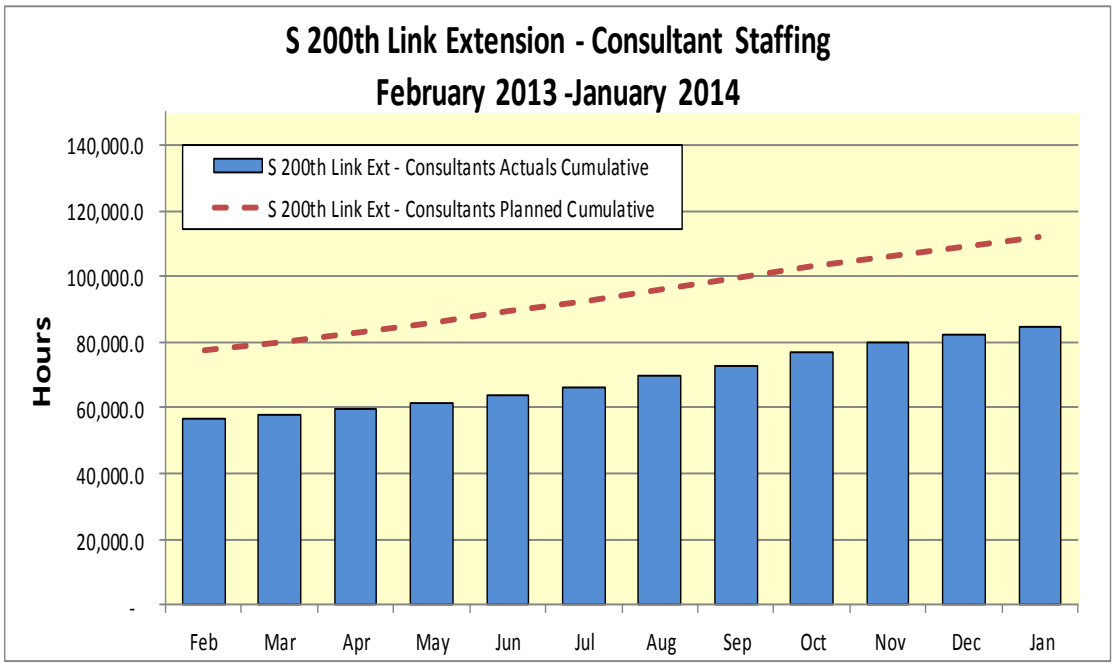


	Labor Hours Jan 2011 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	97,523.2	100,247.3	2,724.1	102.8%	2,496.0	2,222.6	-273.4	89.0%
Monthly Average	2,566.4	2,638.1	71.7					
Monthly FTE	16.0	16.5	0.4		15.6	13.9	-1.7	

S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Consultant staffing on the S. 200th Link Extension in January (14.7 FTE) was consistent with December staffing and was below plan by 12% (2.1 FTE). Cumulatively, since January 2011, average consultant staffing continues to trend approximately 24% (5 FTE/mo.) below plan.

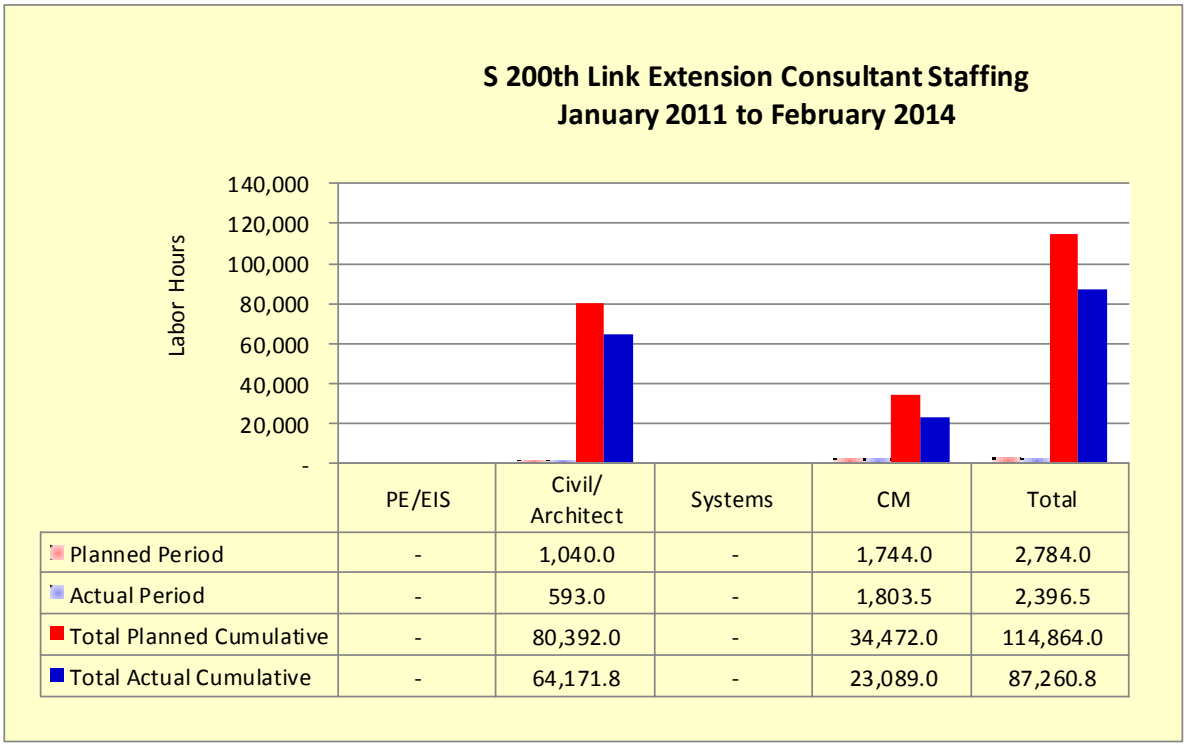


	Labor Hours Jan 2011 - Jan 2014				Current Period Jan 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	112,080.0	84,864.6	-27,215.4	75.7%	2,688.0	2,353.0	-335.0	87.5%
Monthly Average	3,029.2	2,293.6	-735.6					
Monthly FTE	18.9	14.3	-4.6		16.8	14.7	-2.1	

S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Design/build project management consultants (11.3 FTE) accounted for 75% of consultant staffing in February. Additional consultant staff (3.7 FTE) provided civil and architectural engineering to support design and procurement efforts for the parking structure and traffic mitigation measures and station and guideway submittals reviews. Similar to other reporting periods, Systems consultant utilization is not reported as it has been incorporated into the station and guideway design/build contract and is not being tracked or reported separately from design/build consultant staffing.



	PE/EIS	Civil/ Architect	Systems	CM	Total
Planned Period	-	1,040.0	-	1,744.0	2,784.0
Actual Period	-	593.0	-	1,803.5	2,396.5
Total Planned Cumulative	-	80,392.0	-	34,472.0	114,864.0
Total Actual Cumulative	-	64,171.8	-	23,089.0	87,260.8

Link Light Rail Staffing Report

Lynnwood Link Staffing

During February there were 55.2 consultant and internal FTE (101% of plan) assigned to the Lynnwood Link Extension. Internal staffing for February of 11.5 FTE was consistent with January staffing, remaining below plan by 29% (4.7 FTE). Consultant staffing increased 17% (2.8 FTE) and at 43.9 FTE was 13% (5.2 FTE) above plan. All consultant staff asigned to the project are supportng preliminary engineering. Year- to- date staffing is 99% of plan; cumulatively since January 2013, staffing for the Lynnwood Link Extension is trending 13 FTE/mo. (29% below plan).

	Labor Hours Jan 2013 - Feb 2014				Current Period Feb 2014			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	99,488.0	70,641.7	-28,846.3	71.0%	8,752.0	8,830.5	78.5	100.9%
Monthly Average	7,106.3	5,045.8	-2,060.5					
Monthly FTE	44.4	31.5	-12.9		54.7	55.2	0.5	

This page left blank intentionally.

ACRONYMS

AA	Alternative Analysis
APE	Area of Potential Impact
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design -Build
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed

ACRONYMS, continued

LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MDA	Major Discharge Authorization
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOS	Minimum Operable Segment
MOU	Memorandum of Understanding
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MTP	Montlake Triangle Project
MUP	Master Use Permit
NB	Northbound
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
OTC	Overlake Transit Center
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates

ACRONYMS, continued

RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right of Way
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy & Witbeck, Inc.
TBM	Tunnel Boring Machine
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UWS	University of Washington Station
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WSDOT	Washington Department of Transportation